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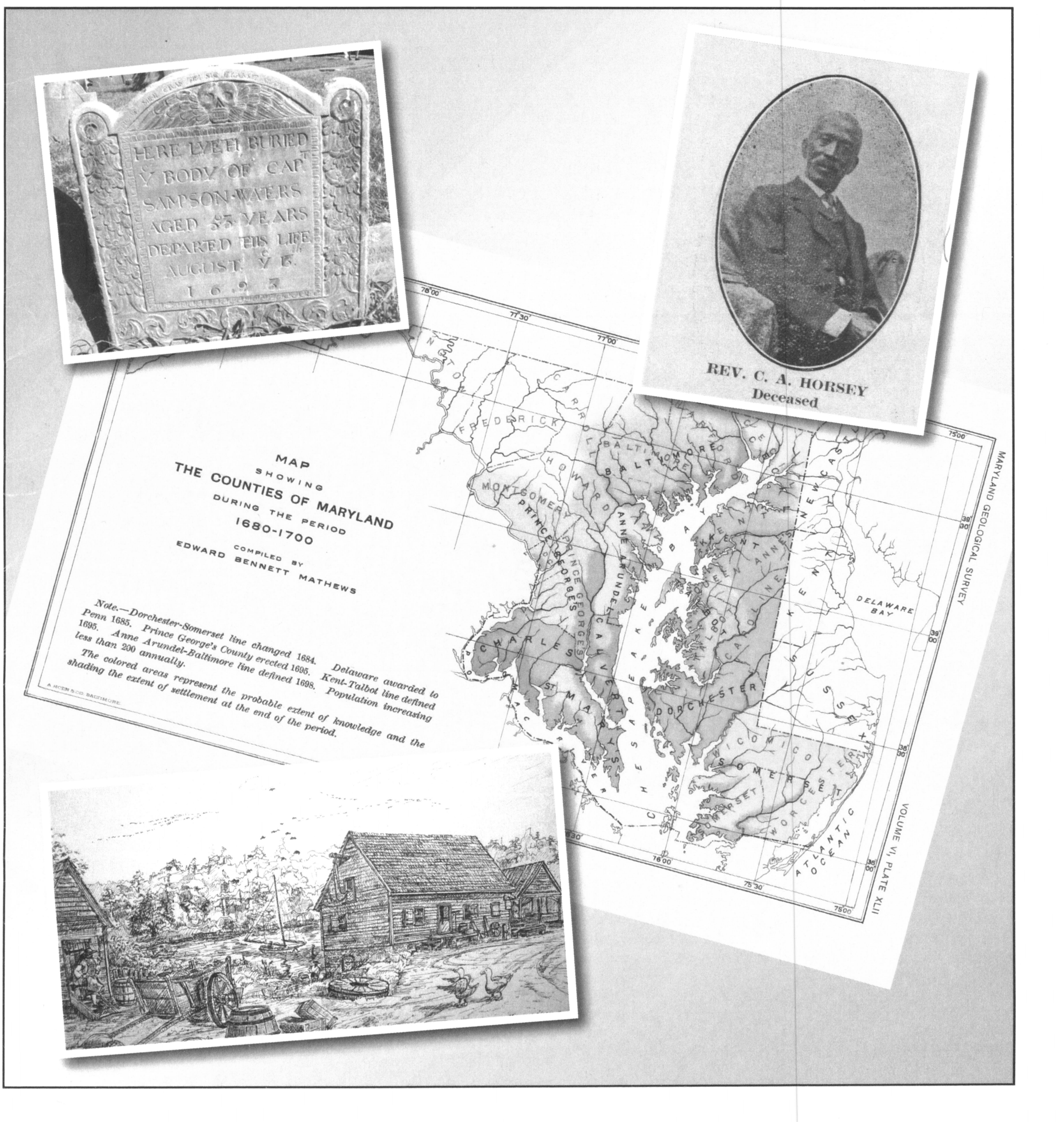
Shoreline

Vol. 22 • July 2015

For the Members of the Edward H. Nabb Research Center for Delmarva History and Culture at Salisbury University


HERE LYETH BURIED
Y BODY OF CAPT
SAMPSON WAERS
AGED 53 YEARS
DEPARTED THIS LIFE
AUGUST Y 15
1 6 9 3
REV. C. A. HORSEY
Deceased
MAP SHOWING THE COUNTIES OF MARYLAND DURING THE PERIOD 1680-1700
COMPILED BY EDWARD BENNETT MATHEWS
Note.—Dorchester-Somerset line changed 1684. Delaware awarded to Penn 1685. Prince George's County erected 1695. Kent-Talbot line defined 1695. Anne Arundel-Baltimore line defined 1698. Population increasing less than 200 annually.
The colored areas represent the probable extent of knowledge and the shading the extent of settlement at the end of the period.
MARYLAND GEOLOGICAL SURVEY
VOLUME VI, PLATE XLII
FREDERICK
CARROLL
BALTIMORE
HOWARD
MONTGOMERY
PRINCE GEORGE'S
ANNE ARUNDEL
CALVERT
CHARLES
ST. MARYS
KENT
QUEEN ANNES
TALBOT
CAROLINE
DORCHESTER
WICOMICO
SOMERSET
WORCESTER
NEW CASTLE
KENT
SUSSEX
DELAWARE BAY
ATLANTIC OCEAN
CHESAPEAKE BAY

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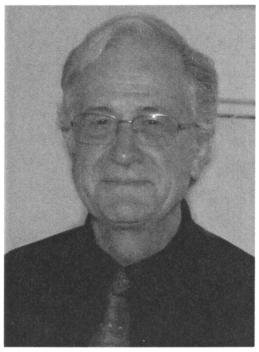
In a Word

By Dr. G. Ray Thompson


Dr. G. Ray Thompson

As I look out the windows of the Nabb Research Center, I can readily see the skeleton of the new Guerrieri Academic Commons in which the Nabb will have a prominent location, a vista that will provide a view of Salisbury and its environs. By this time next year, the Nabb Center will be moving to its new residence in which all of our collections will be in one single location, more readily available to researchers. We're busily preparing for that move by readying our collections for the transfer to the new location. In a way, it's like discovering old friends; we're seeing collections we haven't seen for some time, re-examining many in a new light and observing how they might be most useful – for student study, exhibit or various research possibilities.

We apologize for the tardiness of the *Shoreline*, but be assured that the lateness is not because we've been sitting back twiddling our thumbs. I feel confident that the wait has been worth it. The articles in this issue of our journal are quite remarkable. We've begun to serialize *The Early History of Salisbury*, written by the late John E. Jacobs Jr., whose wish it was that we make his thoroughly researched manuscript available to the community. You'll discover much about the founding and earliest development of Salisbury and its inhabitants.

Frequent contributor Phil Hesser's perambulations through Dorchester County have led to his discovery of the birth, evolution and transformation of railroads there. As always, Hesser's articles bring to life that rural area and make us feel as if we are actually seeing the evolution of the various modes of transportation which have transformed that county from the late 19th century into the 20th.

As always, we feature the writing of our student interns. Brad Noble has breathed life into a store ledger from western Wicomico County, demonstrating how an original source can provide interesting insights into local life of the past. Juliann McNelia spent a summer scanning and reading World War II letters of Dorchester soldier George Nabb. Her essay helps the readers understand not only the period during which the letters were composed, but also how important original records are for helping our students understand past generations. It's always an eye-opener to see the light bulb begin to 'burn brightly' as a student comes to see how local records can be used to inform on the big picture. Elora Amtower, using mid-19th century Dorchester letters, provides a glimpse into the devastation caused by disease and how locals dealt with and tried to make sense out of the illnesses that surrounded them.

The final articles focus on Bolton house, an early 18th century home in Whitehaven, which has been carefully examined in a thoughtful article by John Lyon. Using mapping and a plethora of original records, Lyon has brought us further to an understanding of the significance and age of this historic house on the Wicomico River. He shows us that we are able to reconstruct a clearer picture of the past by piecing together scraps of historic records relating to Bolton. Nabb volunteer Jefferson Boyer has added to our knowledge by transcribing the 1766 inventory of Bolton resident Elizabeth Shiles. A perusal of Shiles' inventory brings us closer to understanding the daily life of a rural 18th century Eastern Shore woman. Finally, rounding out this issue, are images of the May 2, fundraiser at Bolton, depicting an evening remarkable for its exceptional weather, beautifully decorated tables, period music, great food and camaraderie. I hope you enjoy this issue of our *Shoreline* as much as we enjoyed that memorable evening and gathering of kindred spirits.

Submissions

The Nabb Research Center is always interested in articles on the history, culture or heritage of the Delmarva region. If you or anyone you know is interested in writing for *Shoreline*, please send material, proposals, suggestions or comments to the attention of the "Newsletter Editor" as follows:

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Salisbury University
1101 Camden Ave.
Salisbury, MD 21801-6860

Or by email to rcdhac@salisbury.edu. Please include the words "Newsletter Editor" in the subject line.

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Tuesday-Friday: 10 a.m.-4 p.m.

CLOSINGS:
September 7
November 25-29
December 24-January 3
January 18

Shoreline

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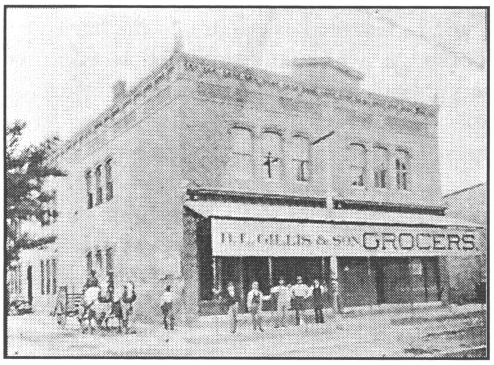

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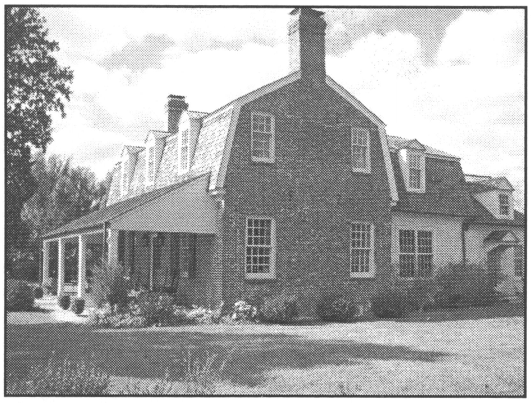
Vintage Salisbury:
B. L. Gillis & Son Wholesale Grocers



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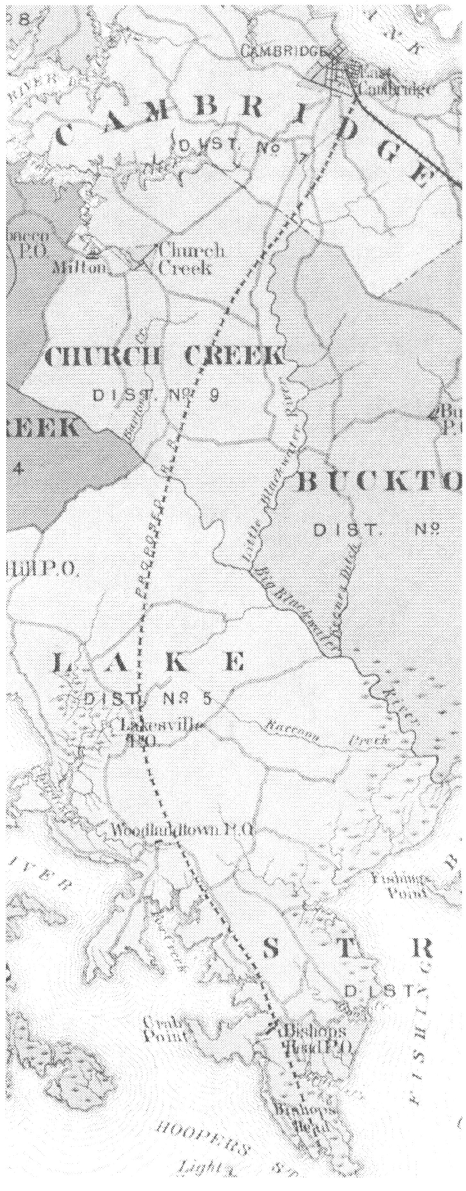
All Aboard for Fox Creek – The Early Years

By Phillip Hesser

Claude L. Gootee has celebrated the heritage of South Dorchester with many published accounts, notably his recent book about the aborted Cambridge and Chesapeake Railroad (C&C), *To Build or Not to Build: The Fox Creek R.R. Dilemma* (Cambridge, 2001). Based on his research in surviving C&C minutes and correspondence, as well as a two-part *Daily Banner* series in 1973 by Anne King ("Rails for Dorchester" from September 18 and "The Beginning of the End" from September 19), Gootee began his C&C saga in 1892. In fact, the story – as Gootee and King acknowledge in brief references – goes back beyond the turn of the century, and, moreover, farther back than the mysterious 1877 "proposed railroad" to Bishops Head Point plotted out in the Lake, Griffing and Stevenson *Illustrated Atlas of Talbot and Dorchester Counties Maryland.* A precious few newspaper articles demonstrate that the history of the railroad dates back more than a century before Anne King's articles and tells a tale that even in its brevity says much about the boom in the "lower sections" of Dorchester County, about railroads local and national, and about competing interests as voiced in Cambridge and Annapolis.



The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland Bicentennial Edition 1776-1976

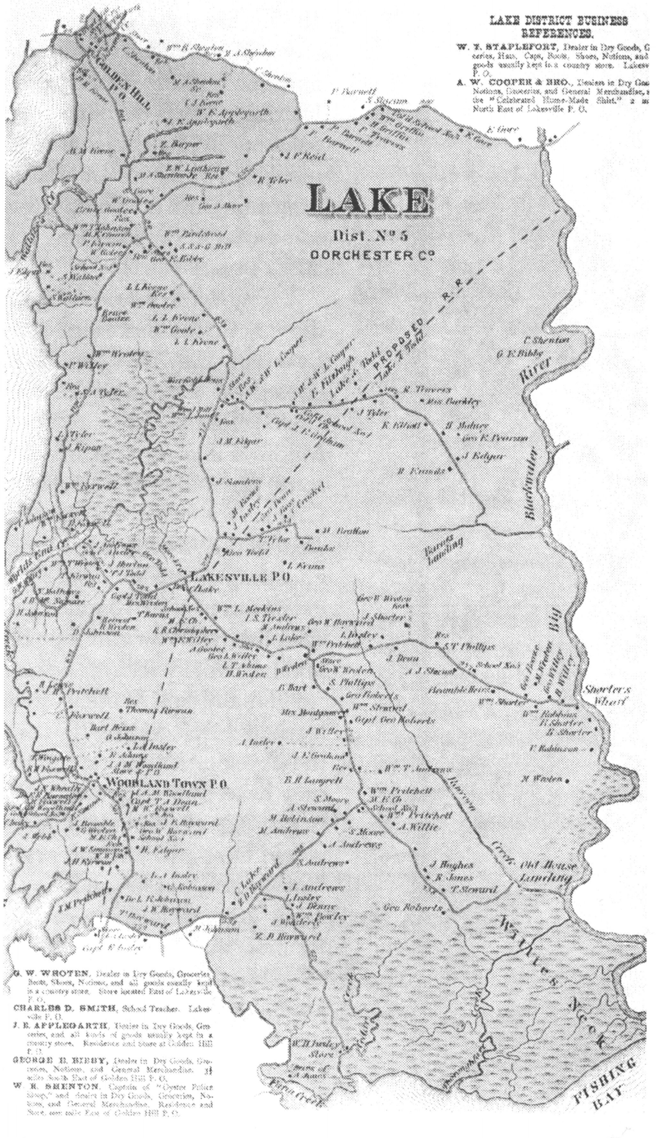
An Important Enterprise.

The story began on July 27, 1872, at the store of brothers Levin Asbury and Richard H. Insley (across from the William Wingate home, now Wingate Manor). According to the August 2, 1872, *Baltimore Sun* and August 3, 1872, *Cambridge Democrat & News*, a group of "many of the best people in the lower part of the county" met with W. Wilson Byrn, president of the Dorchester & Delaware (D&D) Railroad; Judge James A. Stewart and Cambridge lawyer Daniel H. Henry, both of whom were members of the Board of Directors of the D&D; and Cambridge attorney Beverly Mister about a proposal to build a railroad from Cambridge to Fox Creek, somewhere around present-day Crapo and Wingate. The gentlemen from Cambridge could call upon their railroading experience from the opening of the D&D in 1869. Chartered in Maryland in 1866 and in Delaware in 1867, the D&D served several communities between Seaford, DE, and Cambridge, MD, and ran a profit of $7,175 in 1873 – nearly 30% of its revenues, according to *Rails Along the Chesapeake* by John C. Hayman (Pittsburgh, 1979).

The "highly respectable" people at the meeting "seemed fully alive to the importance of the enterprise," according to the *Sun* article. The organizers of the meeting subscribed $3,000, having polled only one-fourth of the people in attendance in a half-hour period. The *Sun* article reported organizers as being confident that five times that amount could be procured without difficulty. In January 1874 the Maryland House of Delegates approved a bill authorizing the Dorchester County commissioners to subscribe for $75,000 in capital stock of the C&C by issuing bonds of six percent and levying property taxes in the county to pay the interest and principal on those bonds. These provisions were to be submitted for approval to the voters at the next House of Delegates election. Articles about this action written in February offered a bit of confusion about the end point of the railroad, the February 16, 1874, Sun listing "the oyster beds of Fishing Bay" and the *Railroad Gazette* of February 28, 1874, listing "navigable water on Honga River or Fishing Bay" as the terminus – seemingly referring to a possible extension of the proposed railroad to Bishops Head or what would become known as Crocheron. Whatever the case, the issue disappeared from view until February 29, 1876, when the state Senate took up the measure for the first time. Before the third reading of the bill, the Senate heard on several occasions from the citizens of Dorchester County on their opposition to the bill, recording two petitions of 103 and 53 citizens on March 8, a petition of 80 more citizens on March 10, and still another petition from sundry citizens on March 13. Nonetheless, the bill received its third reading on March 14, 1876, with no opposition and was approved by the General Assembly on March 25.

The next reference to the C&C is in the 1877 Lake, Griffing and Stevenson *Illustrated Atlas*, where it was featured as a proposed railroad in the Dorchester County map and the detail maps of Lake and Strait districts. The cartographers (as seen in Figure 1) showed the C&C branching from the D&D at the southern end of Dorchester Avenue and striking to the southwest, crossing the Blackwater River just east of the present Great Marsh Bridge on State Highway 335. The railroad then began a turn to the south, crossing Edgar, Liners and Andrews roads.

It then made a southerly course, meeting the current Lakesville-Crapo Road at School #4 (the former Crapo School) and skirting Fox Creek at the Ashbury Insley store. It returned to Fox Creek at the current Wingate county dock, passed through Bishops Head to the immediate east of St. Thomas Church and extended across the marsh to reach Hopkins Cove just north of Bishops Head Point between the properties of Amos Jones and Thomas Todd.



The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland Bicentennial Edition 1776-1976

Breaking the Silence.

At that point, there was a seeming 13-year silence regarding the C&C, broken by the *Democrat & News* of October 11, 1890, in the feature "The People Want It" nominally celebrating the completion of the Baltimore & Eastern Shore Railroad (B&ES). The B&ES had reached Hurlock and Vienna from Claiborne in Talbot County by July and bridged the final gap across the Nanticoke River to Salisbury, thereby creating a trans-peninsula route connecting with the line from Salisbury to Ocean City in September of that year. In addition, the citizens of Dorchester County had lobbied the Philadelphia, Wilmington & Baltimore (BW&B) Railroad (which had acquired the D&D in 1883) to schedule its service in order to facilitate transfers at Hurlock, where the former D&D met the B&ES, noting that the lobbying campaign demonstrated that better train service was demanded "from all quarters."

The article then shifted its focus by suggesting that the success of the B&ES in its inaugural year and the BW&B lobbying campaign called to mind the question of a railroad to Fox Creek. The writer of the article asserted that the railroad "could easily and cheaply be built" and that a survey "would show to the railroad men a good field for investment." The author then addressed the economic potential of the railroad to the entrepreneurs of Cambridge:

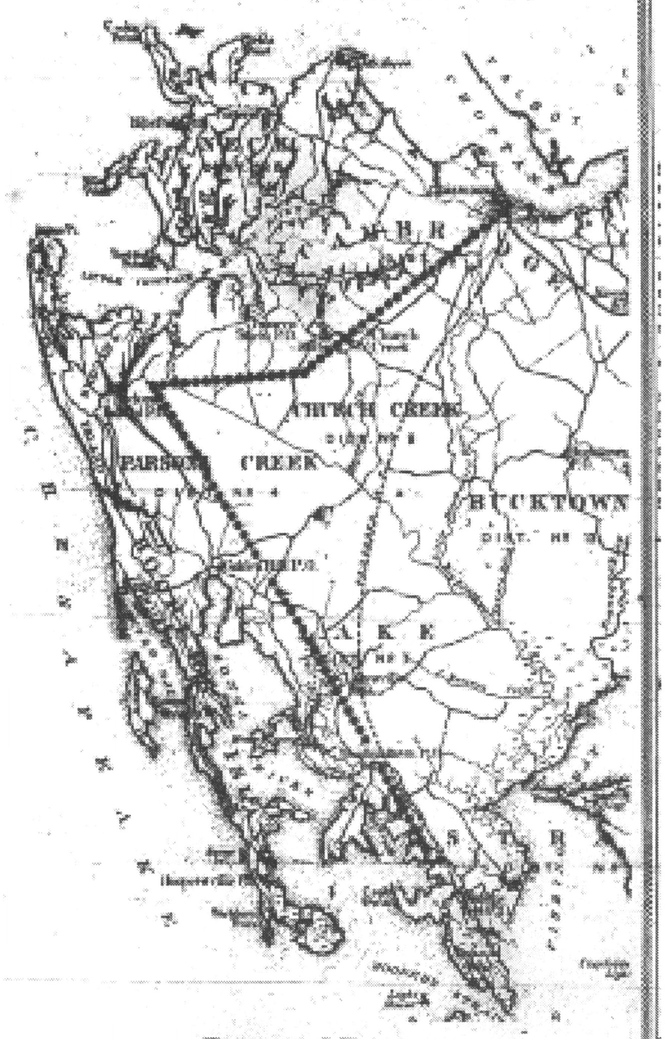
> Good people down the county have and make piles of money and spend it without stint in the most convenient markets where supplies can be procured. Give them a railroad and they would dump many thousands of dollars per week into the pockets of Cambridge merchants.

The article concluded by asserting that "if either B&ES or the PW&B should take steps to preempt the right of way, the next legislative session will quickly grant the necessary charter."

By April 1891 the C&C was reorganized, according to a wire report of the *Sun* for April 1. In an April 4, 1891, article titled "New Railroad and New Factory," the *Democrat & News* celebrated the revival of interest following a period during which "no immediate action was taken." The article continued by weighing the pros and cons of reviving the C&C. On the positive side, it would: 1) connect Fox Creek with Cambridge, 2) open up an area not reached by steamboat or railroad, 3) cement the upper and lower county and 4) relieve the county roads bearing much of the traffic between north and south Dorchester. The only disadvantage was that it would increase the county's indebtedness by payment of the bonds issued to help finance the railroad. A follow-up article on April 11 added that the indebtedness would be no more than five to ten cents on each $100 of assessed property value. A final account from the 1892 *Railway Age* listed the proposed railroad as extending 25 miles via Church Creek and Woolford and having James Wallace (a Cambridge lawyer) as the president.

As recounted by King and Gootee, the railroad continued to progress in halting steps through the early stages of grubbing (clearing the right-of-way to prepare the roadbed), when it slowed to a final stop in 1911. In fact, the Cambridge Board of Trade adopted a resolution in 1913 to "push the proposition" of the railroad once again, according to the February 27 *Sun*, adding that "the prospect for the road's construction seemed bright." A notice in the March 28 *Railway Age* also mentioned the line, referring inquiries to Victor C. Carroll, a Church Creek pharmacist/doctor. As with the previous incarnations, these attempts of the 20th century did not succeed, ultimately hobbled by defects in the original legislation, difficulties in procuring county financing and perhaps with the coming of the automobile at a time when the newly-organized State Roads Commission had proposed an improved road to the lower county in 1908. Within a few years, State Highway 335 to Golden Hill and Hoopers Island was designated for paving in 1910 and State Highway 336 was paved to Worlds End Creek by 1925 and to Wingate at the former location of the Ashbury Insley store by 1935.

It Looked Good In 1892



Proposed Routes

This outline plan of Dorchester County, done in the 1870's, shows the location of a "proposed r.r." going almost directly from Cambridge to Bishops Head (broken line). The approximate route of the proposed Cambridge and Chesapeake Railroad, as detailed by the company's board of directors in 1892 is shown by the dotted line on the map.

Daily Banner, 9/18/1973

Derailing the C&C.

Looking back at the first incarnation of the C&C, as well as the later efforts to revive the legislation, one can find several direct and indirect reasons for the initial failure of the railroad in the 1870s. First, the sporadic legislative process (and probably the related lobbying) took away any momentum that might have been produced in the meetings between the lawyers of Cambridge and the entrepreneurs of the south county. These issues were compounded with the defects in legislation that would once again hobble the revival of the C&C in the 1890s.

Second, the Panic of 1873, brought about in part by the downfall of Jay Cooke & Co., builder of the Northern Pacific Railroad, led to the failure of 115 railroads in a one-year period, reducing railroad construction from 7,500 miles of track in 1872 to 1,600 in 1875 and producing the Great Railroad Strike in 1877 in response to wage cuts during the crisis. Champions of the C&C, the D&D and its president W. Wilson Byrn were not immune to these developments. As recounted by John C. Hayman, D&D earnings were down drastically by 1880, resulting in pay cuts that almost led to a strike and resulted in a reduction in Byrn's annual salary from $1,200 to $600, prompting the president's resignation. The D&D recovered somewhat in the following months, finally turning a profit of $0.31 in late 1881.

Third, the proposed route of the original C&C running directly from Cambridge across the Blackwater River to Lakesville may have limited the potential constituency for the enterprise. It is worthy of note that the 1890s incarnation of the C&C rerouted the railroad through Church Creek, Woolford, Madison and the crossing to Taylors Island before sending it south to Golden Hill and terminating it at Asquith Island on Fox Creek. According to Cambridge contractor J. Ben Brown in the *Democrat & News* article of April 11, 1891, there was "not much encouragement" in a beeline from Cambridge to Fox Creek. An extension of 8 to 10 miles (and shortening of the railroad by establishing its terminus at Fox Creek in Wingate) would serve and potentially secure the support of several communities.

Finally, an October 7, 1893, *Sun* article, reporting on the legislative defects that had once again temporarily put a halt to the development of the railroad, mentioned another factor that may have worked against the railroad – probably from the beginning. The article noted that "the building of the road would have affected and probably destroyed the largest and most famous muskrat grounds in the world, and would have caused many of the dealers in cheap furs in New York to seek elsewhere for their materials." It continued by observing that "the muskrat affords a decidedly important portion of [the local people's] annual earnings." The article concluded by stating that the majority of muskrats used in the fur industry were caught in Dorchester County, so that the failure of the railroad would ensure that the trappers would not lose their market to the marshes of New Jersey and that they "will have their marshes for years to come."

The Bus Beats the Train.

The first incarnation of the C&C in the 1870s, inspired by the success of the D&D and probably buoyed by the U.S. railroad bubble of the period, lost momentum not only with the lengthy legislative process, but also with the Panic of 1873 and its effects on railroads – including the D&D. However, the C&C faced other internal challenges in its many incarnations and most likely in its first phase, as suggested by the flurry of "memoranda" submitted to the state by Dorchester County citizens in March 1876. It may have faced a taxpayer revolt over an increase in property taxes to shoulder the burden of bonds to finance railroad construction. It may have lacked a broad constituency in the county, since it served only Cambridge and a few communities in South Dorchester in its beeline for the Honga River and Fishing Bay. It threatened the livelihood of the trappers of the county by bisecting prime marsh habitat in the Blackwater River basin and points south. It came into the world at a time when many fledgling railroads were challenged first by steamboats and ultimately by highways.

Ironically, the people who stood the most to gain from the C&C eventually benefitted from other modes of transportation. The Maryland Steamboat Co. had begun service from Wingate Point in 1881 (a fact left out of the April 4, 1891, *Democrat & News* article decrying the lack of steamboat service), connecting the people of the area to Baltimore and Salisbury. In 1915, a few years after the last records of the C&C, "local capitalists and men of affairs in Cambridge and in Dorchester County" (as they were described in *The Commercial Vehicle* of October 16, 1916) organized the Cambridge Rapid Transit Co. to run buses on four routes with capacity on each bus for 18 passengers. The daily trips (with two trips on Saturdays) between Cambridge and Bishops Head (via Shorters Wharf), Hoopersville (via Golden Hill), and Taylors Island (via Church Creek and Madison) ultimately covered the communities to be served by the C&C, making the trip in no more than two hours, 35 minutes for the Hoopersville and Bishops Head routes. This enterprise, which also hauled freight, did a "thriving business," according to the magazine.[1]

The lack of information available for the beginnings of the Cambridge & Chesapeake Railroad may prevent us from getting a complete picture of the ill-starred enterprise, but it still offers us a view of livelihoods in conflict across Dorchester County in the Gilded Age. Only partly explained by the economic downturn of 1873 and problems passing the necessary legislation in Annapolis, the inability to launch the C&C in Dorchester County – whether caused by taxpayer revolt or by environmental concerns – most likely perhaps prevented a marginal railroad built on difficult terrain from seeing the light of day.[2] It is a parable of sustainability that found a voice in the protests of taxpayers and trappers and resounded in the burst bubble of yet another failed railroad boom.

Phillip Hesser, Ph.D., adjunct professor at Salisbury University and Wor-Wic Community College, writes and lectures about life and livelihood on the Chesapeake Bay and its watershed.

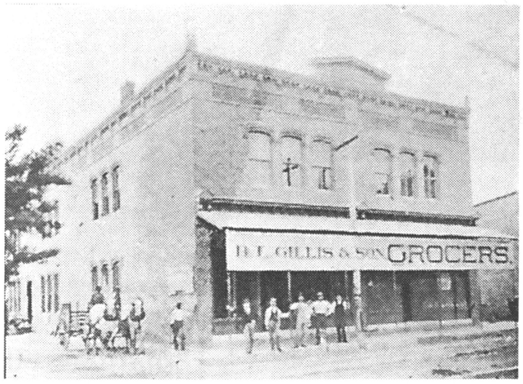
Footnotes

[1] The Biennial Report of the State Tax Commission of Maryland (1918) reported gross receipts of the Cambridge Rapid Transit Co. of $7,598.34 for 1916, but only $1,690.05 for 1917, suggesting (along with the absence of any additional references or reports for the company) that the enterprise was short-lived. However, Albert Kirwan offered private bus service into Cambridge by the 1930s, as many South Dorchester readers will recall.

[2] It is interesting to note that the builders of the B&ES considered an alternative to the route across the Nanticoke River at Vienna, exploring a routing through Federalsburg and a crossing of the Nanticoke at Sharptown. The October 11, 1888, Democrat & News quoted proponents of the alternative route as saying that the Vienna crossing would require bridge footing in mud from 25 to 50 feet deep. The article added that it would be "impossible to build any heavy structures as it [sic] would be swallowed up in the great quagmire." As it turned out (as chronicled by John C. Hayman), the Vienna railroad bridge was abandoned in 1932, already subject to a slow speed order due to the bridge having shifted badly in the marshes on the Wicomico County shore. One wonders whether some of the marsh crossings of either routing of the C&C would have encountered similar challenges.

Vintage Salisbury: B. L. Gillis & Son Wholesale Grocers

Established 1866 – The Largest and Oldest Wholesale Grocers on the Peninsula
Warehouse – Mill Street • Office – 112-114 Dock Street



The wholesale trade of a city does more to make it known outside of its immediate limits than almost any other agency. Its salesmen advertise the advantages and attractions of the home town by sounding its praises, every shipment of goods sent to other cities is an advertisement of the progressiveness of its merchants, it brings merchants from out of town who can see for themselves the advantages of the place and in a hundred ways the wholesale house does much to upbuild the material prosperity of the community in which it is located. Salisbury has within her borders one of the largest wholesale grocery houses of the South, with a trade extending throughout this section and far beyond. It is that of B. L. Gillis & Son, of 112-114 Dock street, with a large and commodious warehouse in Mill street. This company conducts one of the big enterprises of the city and it is one which Salisbury is proud to give enthusiastic and substantial support.

The establishment is a fine, brick structure with more than 13,000 square feet of floor space, every inch of which is required for the vast stock carried. The goods are the choices that can be selected by the most expert and careful buyers from the markets of the world. The great business that is carried on keeps this stock fresh as it is handled so rapidly that it does not have a chance to become old or shelf worn. A complete line of fancy and staple groceries is carried and outside of this they are the largest handlers of grain and feed of all kinds on the Peninsula. They pay especial attention to the shipment of hay in car lots, from their shippers in the West. Their feed business in ton lots is handled from the warehouse which has a capacity of 50 cars and is situated on the tracks of the Baltimore, Chesapeake, and Atlantic Railroad. This warehouse, in addition to the main warehouse on Dock Street, gives them the largest storage capacity of any business in this vicinity. The store and office building runs through to the dock, and it was but recently that the first big schooner, loaded to the water line with sugar and molasses consigned to them, was even unloaded there. The business was established in 1866, and the firm at the present day consists of Mr. A. A. Gillis and T. L. Ruark, who have spent their entire lives in this line and today no merchants stand higher in the estimation of our people than they.

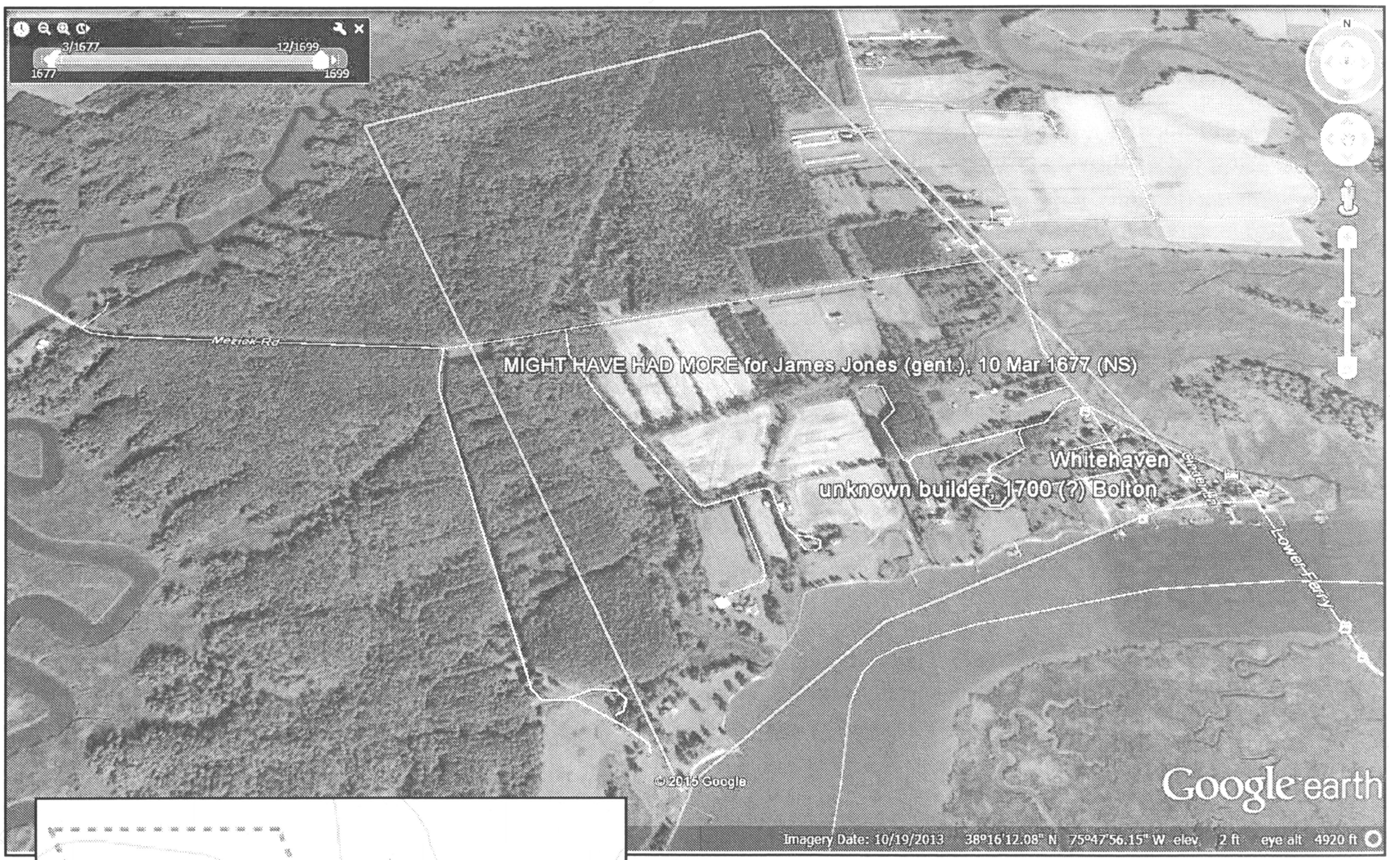
The Wicomico News Historical and Industrial Edition August 1908

Notes on the Early History of Bolton, Whitehaven and the Ferry

By John C. Lyon

The site of the Bolton house (not so named until the 1850s) is important and rich in local history, back to the first English settlement. The notes here summarize the gleanings from ongoing research into the vicinity and, in particular, the provenance of the house, with the key goal to identify its original owner – not an easily answered question.

THE SITE


3/1677
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1677
1699
Mezick Rd
MIGHT HAVE HAD MORE for James Jones (gent.), 10 Mar 1677 (NS)
Whitehaven
unknown builder, 1700 (?) Bolton
Lower Ferry
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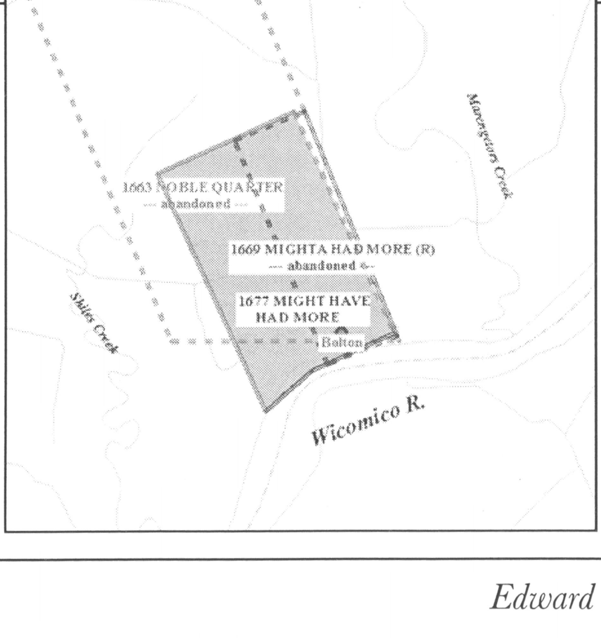
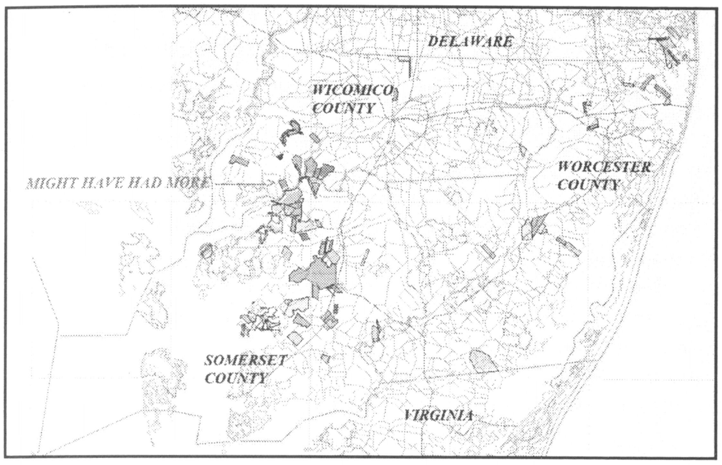
Google earth
Imagery Date: 10/19/2013 38°16'12.08" N 75°47'56.15" W elev 2 ft eye alt 4920 ft


1663 NOBLE QUARTER
--- abandoned ---
1669 MIGHTA HAD MORE (R)
--- abandoned ---
1677 MIGHT HAVE HAD MORE
Bolton
Shiles Creek
Wicomico R.

FAILED EARLIER SURVEYS

The above image places Bolton on the 1677 survey titled "MIGHT HAVE HAD MORE," the 400-acre original patent of record, laid out for the Quaker James Jones, among the earliest settlers and first Justices of Somerset. On the left: Two other surveys had been made before this at the Bolton site. Both were abandoned: the 1,000 acre NOBLE QUARTER, in 1663 (one of the three "first Wicomico surveys"), for the owner John Taylor not paying fees; and the 200 acre MIGHTA HAD MORE for the same James Jones in 1669, found to be defective, causing Jones to refuse it and start over again in 1677.

A LITTLE HISTORICAL CONTEXT



Quaker Lands in Ancient Somerset

Somerset County was created in 1666, but the Province of Maryland had begun to grant lands there in 1662, the earliest of which were in the southern area and largely made for immigrants from Virginia. Many of these first settlers were Quakers and other dissenters from the Anglican Church, not happily situated in the Crown Colony of Virginia, but welcomed by the Calverts.

Quaker families were numerous in Old Somerset (now all of the present three counties of Maryland's Lower Eastern Shore and part of Sussex County, DE). The Quaker James Jones, an early arrival, held two of the first three patents falling in modern Wicomico County on the northern edges of the major Quaker community. By 1700, the Quakers of Somerset were already becoming scarce, by conversion or emigration. After James Jones' death in 1677, his lands soon became property of Anglican families, and remained so for the next century.

BOLTON AND ENVIRONS

The Bolton house itself is now believed to have been constructed around 1700, if not before. If so, it is the earliest surviving dwelling structure in Wicomico County. The original land grant was surveyed on September 8, 1663, in Somerset County – the first land laid out in what became Wicomico in 1867. The Lower Wicomico Ferry landing there dates from 1686. And the Whitehaven village here was actually the inheritor of the name of Whitehaven Town, laid out nearby on the south side of the river in 1707. The ferry landing was from the beginning a nexus for commercial operations for the shipping trade and came to include a small shipyard, storehouses, a general store, a smithy and perhaps other enterprises, before it became, around 1800, a residential community adopting the old nearby Town name.

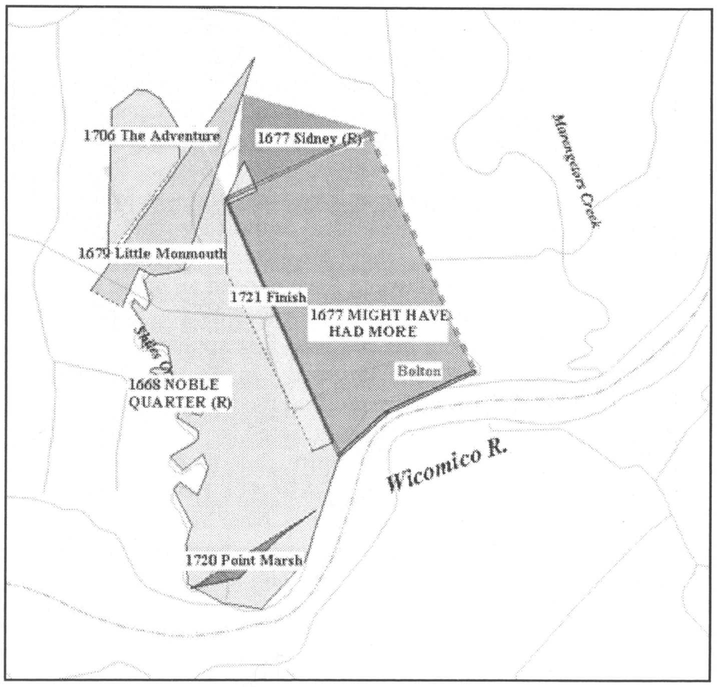
THE KEY QUESTION: WHOSE HOUSE WAS IT?

Well, we do not yet know. Even an exhaustive title study, using all available source records, identifying all (recorded) owners of the property through the colonial period, leaves nagging uncertainties. Our exploration begins by working backwards from the first "guaranteed" owner: after 1729 (and possibly a bit earlier) local planter John Shiles owned the site and almost surely lived in the house until his death (intestate) about 1760. From the 1730s on, Shiles had acquired other adjoining land until he held a substantial plantation, shown below:

JOHN SHILES (1720s to ca. 1760)

Conveyance records for Shiles' later acquisitions are not all completely precise as to metes and bounds or acreage, but he owned the entirety of MIGHT HAVE HAD MORE and the adjoining FINISH and SIDNEY, as well as POINT MARSH, northwestern NOBLE QUARTER, most of LITTLE MONMOUTH and some part of THE ADVENTURE – in aggregate, something over 700 acres.

This had begun with his "occupation" of the Bolton site in the 1720s, which we might confidently assume remained his residence throughout his life.



Shiles, an active and prosperous planter, had been appointed Constable of Wicomico Hundred in 1732 and was regularly named over the years to local commissions by the County Court. While his own estate file is not found, evidently due to records loss, his widow Elizabeth left a will in 1765, proved in 1766; her inventory lists substantial furnishings and household goods, with an estate valuation of £310, which we are inclined to believe describe the outfitting of a house like Bolton. The annual county tax lists do not show that John Shiles and Elizabeth had any sons (at least, any who survived to age 16), and no records indicate daughters.

Shiles' land fell undivided to his heirs, two nieces: Ann Huggins (wife of Benjamin Huggins) and Bridget Chapley. After various intra-family transactions and partitions of the whole, the Bolton area was sold to Levin Gale in 1785. After Levin's death (without issue), his brother George Gale sold it into the Crockett family; via several other family transactions, it came finally to George Robertson in 1798, after which its history is well documented.

Earlier: THOMAS WILLIN, father and son, and SAMPSON WATERS (from 1681)

We come to the central mystery. Before John Shiles, Bolton's ownership trail becomes a little murky. In 1677, at the original owner James Jones' death, MIGHT HAVE HAD MORE was bequeathed to his cousin Andrew Jones. In March 1681, Andrew sold the 400 acres, probably still undeveloped, to Sampson Waters and Thomas Willin for 16,000 pounds of tobacco. In January 1686, Waters and Willin sold the western 200 acres to neighbor Richard Crockett, retaining the eastern half (with the Bolton site). After that sale, the eastern portion appears to have remained undivided between Waters and Willin (and their heirs), with only one small half-acre parcel sold by Waters in 1693 until the 200 acres were finally occupied by John Shiles in the 1720s. If Bolton was erected by 1700, the builder was almost inevitably within the Willin or Shiles families. But who? The land records are silent, but reviewing the full context of both men's lives permits at least a reasoned analysis of that key question.

Whether Willin and Waters had any earlier dealings is unknown. Waters would have entered into the 1681 purchase with Willin as a practical investment. Then a 41-year-old merchant captain (and clearly well-off) out of Boston, he had had interests in Somerset since at least 1668 and was likely seeking to establish a permanent local outpost for trade. With a home and family in Boston, where his several children were born from 1667 to 1688, he also would have needed an agent for his Somerset affairs and goods between voyages. Willin, apparently a young single man (likely in his 20s) who first appeared in Somerset – and seemingly in Maryland – in the 1681 purchase, would have fit this bill. Willin settled on the land, establishing the ferry in 1686, and was probably contracted by Waters to see to his Wicomico property there. Its nature, described in Waters' February 1693 sale of a half-acre of MIGHT HAVE HAD MORE to Jacob Mayle ("a merchant of New York City in America"), included "a certain storehouse, wharf and lot at the waterside at Wicomico Ferry, together with a dwelling house now there built, and the privilege of a road down thereto" and timber rights, conveyed for £35 silver money of Boston. This would not have been the Bolton house, as the acreage specified was insufficient to embrace both the ferry landing and the Bolton site. But the timing of this sale is of interest.

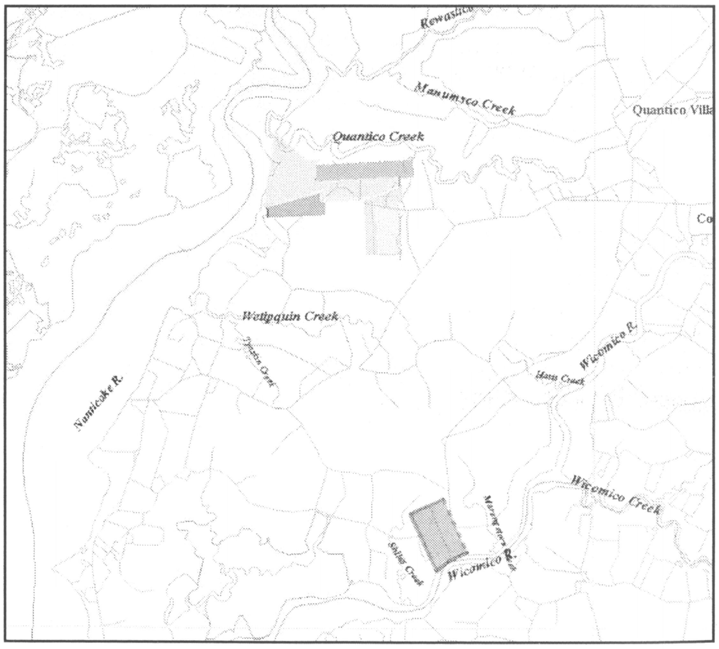
Thomas Willin died in (probably August) 1688, leaving a last will and testament proved on September 1; his interest in the land was bequeathed to his son Thomas (II) (actually not yet born to his wife Alice at the making of his will in July). They also had an older daughter, Elizabeth. His estate inventory exhibits only the very modest appraisal (totaling ~ £54) to be expected of a small planter and ferry operator, not hinting at any resources to acquire or sustain a significant house. His widow married Edward Fowler, who assumed the ferry operation for at least a decade. Later land and taxation records show that Thomas (II) lived there until at least 1720, but he made an exchange of land with John Shiles and physically moved a mile downstream by 1729, where he died in 1771. Thomas (II) had several sons, all small, local planters. It is virtually certain that Bolton was not constructed by (or for) any Willin, leaving Waters as the primary, but still unproven, suspect, about whom we must look further afield for clues.

THE LIFE AND ESTATE OF SAMPSON WATERS OF BOSTON

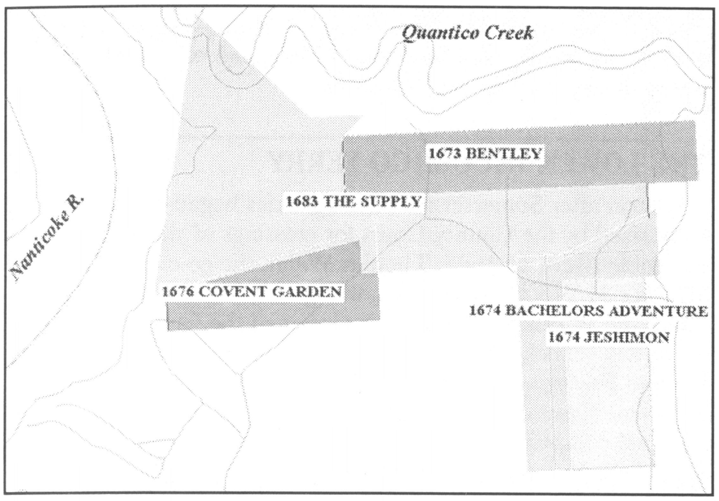
Waters' involvement and wealth could be well-relatable to Bolton. A brief, but closer, look at his life is informative and interesting, even if not strictly definitive. It also illuminates connections of Somerset with the wider Atlantic world. Though resident in Boston, he was of considerable means – not rich, but successful and prosperous and able to underwrite such a house. He might well have built a "home away from home" there for frequent Chesapeake visits.

He was well-acquainted with Somerset for many years. As early as 1668/9, he is seen in extensive county court records pursuant to shipments for the leading original settler Randall Revell on the Manokin. Over ensuing years, he executed powers of attorney for Hannah Armstrong in Boston, widow of Matthew, another New England mariner with plantations on the Annemessex, and for John and Thomas Meech of Wetipquin. Across the decades, he is periodically cited in court actions involving contracts for goods. Deeds elsewhere cited here indicate business transactions with other merchants from across the American mainland and the Caribbean. Two of his Wakefield sons-in-law (see below) were also ship captains of Boston who also traded in England, apparently originally of a family from Charles County, MD.

Notable, too, is that he also acquired 1750 acres of land along Quantico Creek in 1689, bought from Isaac Foxcroft, a resident of Northampton County, VA.



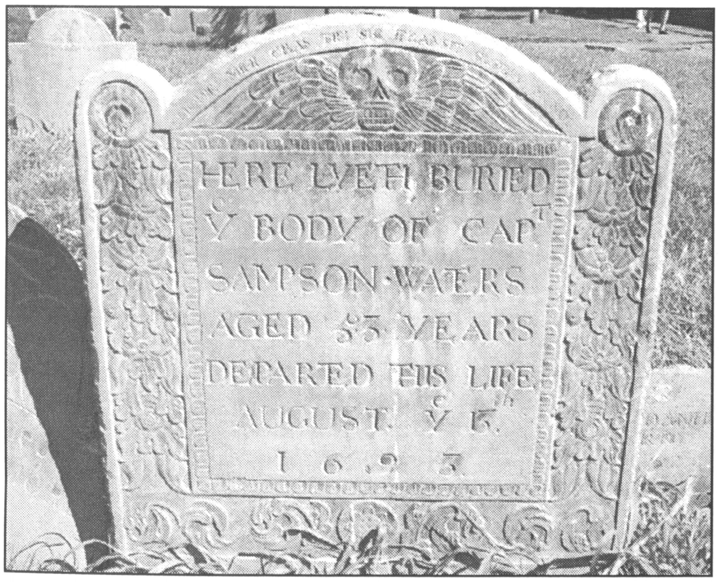
Sampson Waters' Somerset Lands



His "Plantation" on Quantico Creek

His 1693 lot sale to Mayle is the only conveyance by deed for MIGHT HAVE HAD MORE at any time before Thomas Willin sold it to John Shiles. By Somerset records in 1690, Waters also conveyed a moiety of his five newly acquired contiguous Quantico patents to another merchant, John Parkinson "of the Bridge Town in Barbados," for £55. Waters himself appears in no further Somerset records after this time, leading us to Boston for any further insights.

First, we find records for Sampson's eight children – four sons and four daughters, born in Boston to his wife Rebecca between 1667 and 1688, and marriages for three of the daughters. Sampson (d. August 13, 1693, age 53) and at least one of his sons (William, d. 1691, age 21) were interred at Copp's Hill, the second-oldest cemetery in the city, with fine surviving headstones.



Sampson Waters' headstone

An almost startling discovery is that the Waters were parishioners in the church of the Puritan firebrand minister and author Cotton Mather, who was a major linchpin fostering the Salem witch trials. Mather presided over the marriages of (at least) two of the Waters daughters. One source also mentions that Sampson was "in 1685 sent out with forty men in pursuit of Veal and Graham, pirates, on the coast off New London," indicating local prominence.

But in his estate settlement we find some perplexing oddities, which may well bear on Bolton's (MIGHT HAVE HAD MORE's) disposition having been lost from the records. His will is dated August 12, 1693, the day before the date of death on his headstone. With respect to his Somerset land, it states: "... And as to my land and Estate in Somerset County in Nanticoke River in Virginia, I do hereby authorize and empower my executors ... to sell and dispose of the same." Misidentification of the land as "in Virginia" is not something Sampson would likely have done were he of sound mind. More compelling, given that the will is dated in the ultimate stage of his terminal illness, is that this testamentary error was made by others in the family, to which he affixed his name. His land on the Wicomico was simply inadvertently overlooked, in effect "assumed" by the preparers as included in the stated "Virginia" bequest.

This intriguing and suggestive clue also relates to MIGHT HAVE HAD MORE (and by inference, possibly the Bolton house) by virtue of subsequent events. It was not until 1718 (25 years after Sampson's death) that John and Obediah Wakefield, who had married Sampson's daughters Rebecca (d. 1715) and Anne (d. 1712), executed the specifications of Sampson's will by selling the remaining half of the Nanticoke property to merchant Peter Bowdoin of Northampton County, VA. By this time, no one living evidently realized that part of the estate had been lost in the shuffle.

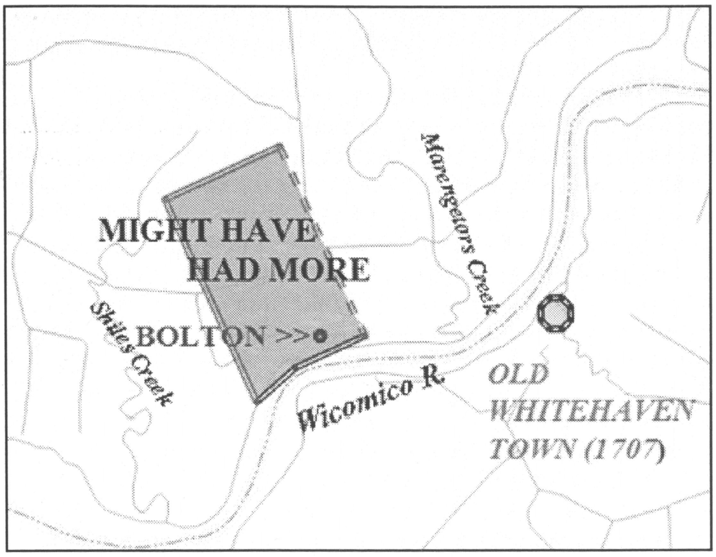
Sampson's large waterfront home in Boston was ultimately divided among his heirs in a contentious arbitration. His holdings, assessed by inventory at £455, included "3/4 of a small brigantine" valued at £75, another boat, extensive household fittings and valuables, "two Negro slaves" (man and woman) at £40, and (again) "one halfe of a Plantation in Virginia [sic]".

We can hardly contend that the above rendition offers unassailable evidence of Bolton's origins, but we are left with much circumstance pointing that way and nothing to any alternative.

WHITEHAVEN TOWN and WHITEHAVEN VILLAGE

Whitehaven's story is a little more complicated than has usually been represented, involving very distinct 18th and 19th century phases that have merged into a single thread of the collective memory as time passed.

Phase 1: In November 1706, the Somerset County Court instructed County Surveyor William Whittington to carry out its earlier orders to create plats for several new towns across the county, to include the laying out of lots for sale in each. Among these was one called Whitehaven, perhaps the inspiration of Col. George Gale, a prominent merchant recently arrived from the Town of Whitehaven in England. These plats do not survive, but they are referenced in subsequent court and land actions, which allow us to know precisely where Whitehaven was located – on the south side of the Wicomico at the mouth of Dashiell's Creek, a mile upstream of the present Whitehaven on the north side, as in the figure here.



Whitehaven Town was never the hoped-for success. We have records of only six town lots sold there, and perhaps no more than four on which dwelling houses were built, with the last unambiguous occupancy in 1763. During the American Revolution, the area was used as the mustering ground for the Whitehaven Company of the Somerset militia [thanks to Jefferson Boyer for discovering this]. By deed and court records, we know of no meaningful "residential town" on the present site of Whitehaven at this time. The only structures mentioned there are a few industrial enterprises near the ferry on both its east and west.

Phase 2: Only after 1800 do deeds begin to refer to sites around the north side ferry landing as "now called Whitehaven." The old town name had been co-opted. Homes began to be built, finally joining Bolton on its ancient land, and soon, there was a village. And the rest is history.

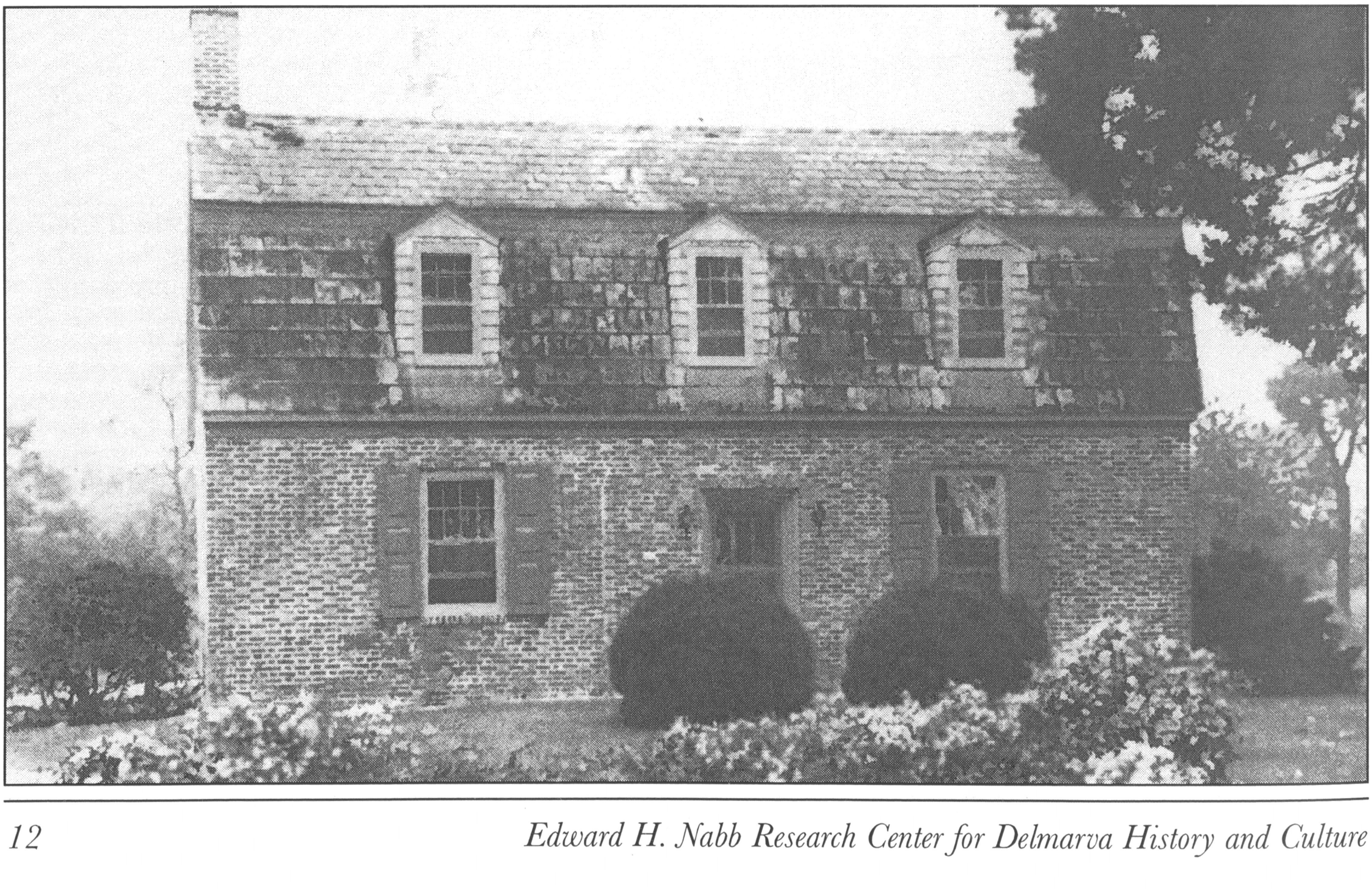
THE LOWER WICOMICO FERRY

Soon after Somerset settlement, ferries began to be authorized by the County Court for crossings of the many navigable rivers. In 1686, Thomas Willin, the co-owner of MIGHT HAVE HAD MORE, was granted license for a ferry across the Wicomico there. He maintained the ferry until his death two years later. Operation was subsequently granted to Edward Fowler, who married Willin's widow Alice and renewed his license there until at least 1697. Fowler offered the court repeated complaints of "the place being troublesome and the River broad" and requests to move the landing, for which troubles he was granted additional payments. It is possible that the landing site has, in fact, moved slightly from its original location. After 1697, the judicial proceedings only rarely mention the ferry contracts; not until 1726 do we see the name of another operator at the Whitehaven site – one Richard Crockett (just deceased), replaced by his son for a year and then by Merrick Ellis (a resident of a Whitehaven Town Lot). In 1732, Merrick Ellis passed away, and his widow Alice petitioned for the rights.

Today, the Whitehaven Ferry remains in a beautiful site abutting the fine old village. It is among the oldest continuously operating ferries in the United States.

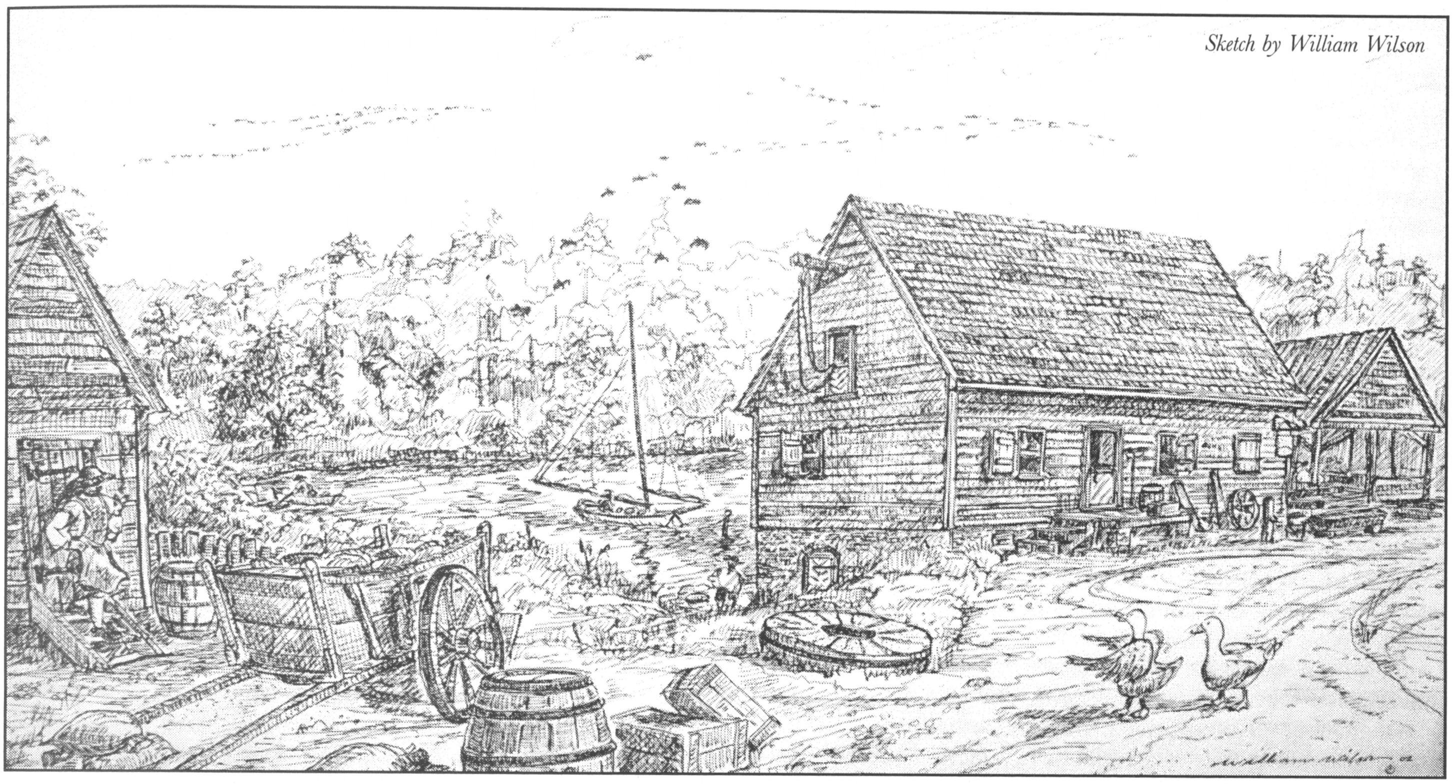
John Lyon of Columbia, MD, is the creator of a database of Somerset County land records that has been developed over many years. He often speaks to genealogical and historical groups on this work and related topics.

Bolton ca 1990 Courtesy Maryland Historical Trust



Founding and Early History of Salisbury 1730-1867

By John E. Jacob



Sketch by William Wilson

The following unpublished manuscript was written by the late John E. Jacob, of Salisbury, MD, and edited by Trudy Withey. Jacob, a prominent attorney, author and local historian, donated his manuscript to the Nabb Center and it is bound and available to researchers in the Nabb Center Reading Room. You will find that it is a detailed history of the early years of Salisbury, Maryland. Our intent is to publish the book in a serialized version in upcoming *Shorelines*.

INTRODUCTION

The *Founding and Early History of Salisbury* covers only the years beginning in 1730 and ending in 1867. These years have never been adequately covered because little research has been done on them. I have abstracted every deed and mortgage in the law records of both Somerset and Worcester counties during the above period and have read and abstracted every newspaper printed in the same period. In addition, I have examined all the family records that I have been able to find.

CHAPTER I

To provide a proper background for the study of the history of Salisbury, we will start with a description of the size of Somerset County in the early 18th century. The county boundaries were the Virginia line and Pocomoke Sound on the south, the Chesapeake Bay on the west, the Atlantic Ocean on the east, and the Nanticoke River up to its headwaters on the north with a line running from there to the headwaters of the Indian River – a sizeable chunk of land! At the time William Penn and the Calverts had not yet settled the boundary between the provinces of Maryland and Pennsylvania, and would not until 1767.

The population was greater near the Virginia line, becoming sparser to the north. The roads in the northern part of the county were narrow dirt tracks that ran from fording place to fording place across the streams and through the forests, and they were nearly impassable during much of the year. Much of the land had been taken up, but it was not yet patented. Yet the days when tobacco ships brought merchandise up the rivers to trade for the tobacco raised by planters were drawing to a close. The days had arrived when blacksmiths, carpenters, brick masons, tailors, seamstresses, doctors and, above all, merchants, were working for pounds and pence instead of barter.

The county seat had been moved from place to place as the population grew and its center moved. At this time, it was located on the shores of Dividing Creek, offering the shortest distance by land or river to reach the courthouse, but no town had grown around the county seat to anchor it. Division of the county into two parts was already in the air. This meant that the present site would not be suitable as the county seat for either of the two counties. This air of impermanence prevented people other than those who serviced the courthouse – like tavern keepers, barbers, wig makers, scriveners and lawyers – from settling there.

The leaders of the county felt there was a division line running from south to north. Snow Hill was the only town on the east side of the Pocomoke River. Using Dividing Creek rather than the Pocomoke River as a divisional line would allow land enough to make a division that would satisfy all of the people, but it would make the location of the present county seat impossible for either of the two counties.

Rehobeth and Whitehaven were the only other towns in the western part of the county and neither was suitable. Rehobeth was on the Pocomoke River and too far south. Whitehaven, while on the Wicomico, was south of the river and surrounded by marsh.

The town of Whitehaven had been founded by George Gale and it could be anticipated that it would receive the backing of his son, Levin Gale, who was the senior partner in Levin Gale and Co., a firm in which John Caldwell was a junior partner. John Caldwell had property interests on the Wicomico, which were not included in the partnership. The partnership was engaged primarily in shipping and importing. Gale had Caldwell prospecting for bog iron in what is now lower Delaware. There was no rift between them and Gale probably supported Caldwell's candidacy for the General Assembly when they were both candidates in 1732. After their election, Gale realized that any hope he had for Whitehaven was gone when Caldwell dropped his bill for the founding of Salisbury in the legislative hopper.

John Caldwell had designed his bill to avoid a fight with Gale. His proposed town had only 25 lots and it was not even on a public road. With the exception of Caldwell himself, the commissioners proposed to lay out the town were all local people. The site was a simple boat landing at the head of navigation on the Wicomico River.

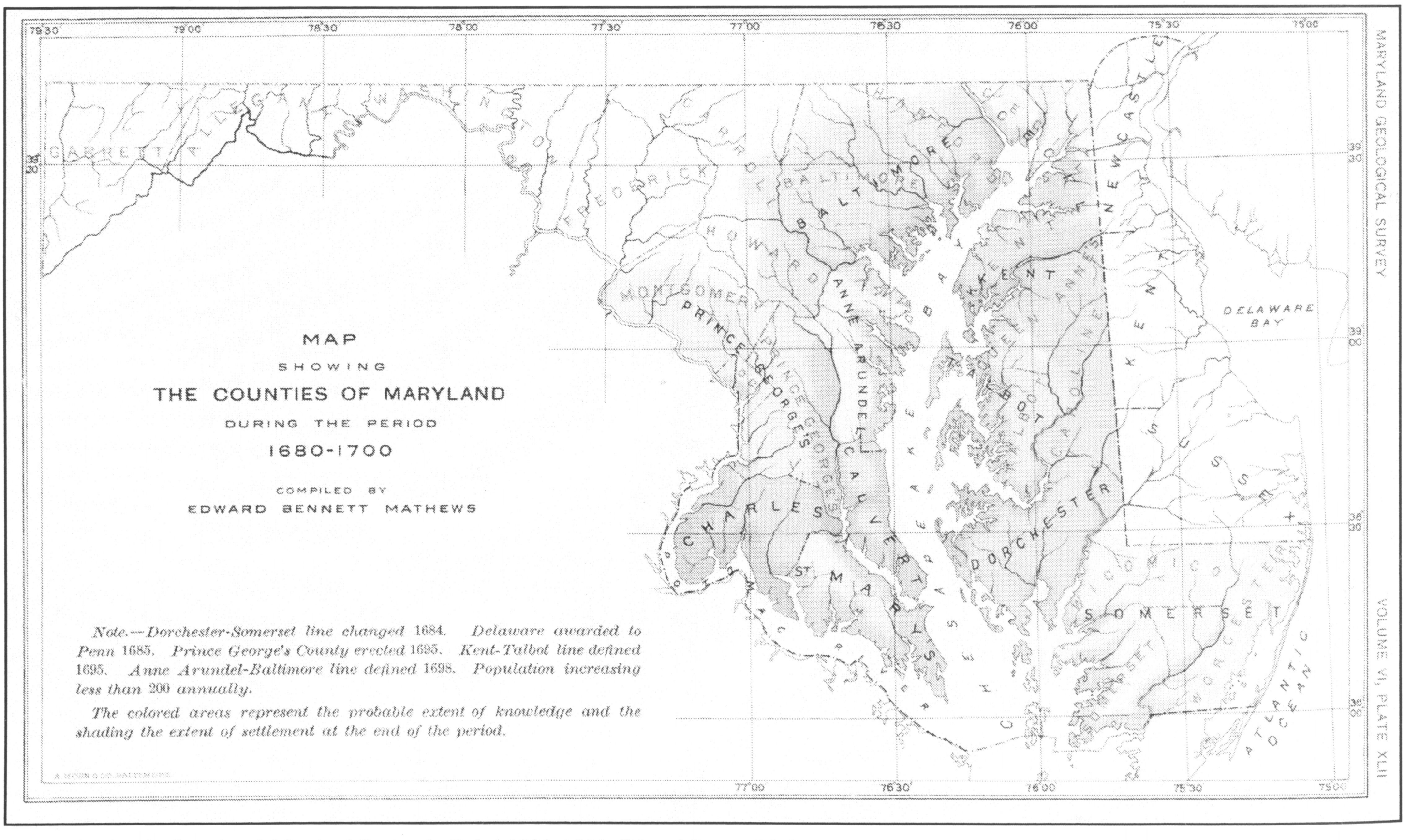
Gale was not fooled. He chose not to oppose it, but started to work on a town of his own. Princess Anne after the daughter of King George II. It was much larger than Salisbury, having 60 lots. It was also on a river, the Manokin, albeit a smaller, less navigable one. Of course he named himself as one of the commissioners to lay out the town but also included others more prominent in county affairs.

A petition was filed on March 20, 1733, to sell the courthouse in Perryhawkin and to build a new one in Princess Anne with the proceeds of the sale and also to build a county prison in Princess Anne. The commissioners who were to lay out Princess Anne had not even met, and the petition was, therefore, premature. The county had not yet been divided in half. The prospective Worcester Countians were opposed to tampering with the location of the county seat until it was divided, so the petition was ignored.

Caldwell seethed with anger at the affront, but bided his time. The opportunity came when David Brown, a prominent merchant, died. David Brown was married to Priscilla Dent, on whose land Princess Anne was to be laid out and had, as such, a life estate in her property. They had no children and that afforded Caldwell the opportunity to get even.

Caldwell was the steward of Lord Baltimore's two private plantations in the area and was much closer to the Receiver General, the official in Maryland who was the agent for Lord Baltimore, than was Levin Gale. Caldwell put a bug in the Receiver General's ear; and the Receiver General filed a claim alleging that David Brown's interest in the unsold lots in Princess Anne had, at his death, escheated to Lord Baltimore. This claim stopped the sale of most lots in Princess Anne since it meant that titles to them were at risk until the claim was litigated.

Priscilla Dent Brown had in the meantime remarried, gotten pregnant and then died in childbirth. Her new husband got into trouble and fled to Pennsylvania, abandoning his new son. This


MAP
SHOWING
THE COUNTIES OF MARYLAND
DURING THE PERIOD
1680-1700
COMPILED BY
EDWARD BENNETT MATHEWS
Note.—Dorchester-Somerset line changed 1684. Delaware awarded to Penn 1685. Prince George's County erected 1695. Kent-Talbot line defined 1695. Anne Arundel-Baltimore line defined 1698. Population increasing less than 200 annually.
The colored areas represent the probable extent of knowledge and the shading the extent of settlement at the end of the period.
MARYLAND GEOLOGICAL SURVEY
VOLUME VI, PLATE XLII
GARRETT
ALLEGANY
WASHINGTON
FREDERICK
CARROLL
BALTIMORE
HARFORD
CECIL
NEW CASTLE
KENT
HOWARD
MONTGOMERY
PRINCE GEORGES
ANNE ARUNDEL
CALVERT
CHARLES
ST MARYS
QUEEN ANNES
TALBOT
CAROLINE
DORCHESTER
SUSSEX
WICOMICO
SOMERSET
WORCESTER
DELAWARE BAY
ATLANTIC OCEAN

Map Showing the Counties of Maryland During the Period 1680-1700, Edward Bennett Mathews let the claim run for about five years until it was dismissed. So Caldwell got his revenge.

The final knock-out blow for Caldwell and Salisbury was dealt in 1742 when the Act creating Worcester County, and thus dividing Somerset into two counties, was finally passed by the legislature. It provided that Princess Anne was to be the county seat of Somerset County, and that the boundary between Somerset and Worcester counties was to follow Dividing Creek, then up the road that ran from the creek to join the north-south road from Princess Anne to Seaford, and then to follow that road north to cross "John Caldwell's mill dam," leaving part of his property and Salisbury in Somerset and part in the new county of Worcester.

The divisional line of the counties left Salisbury divided and it remained divided for 135 years. The reunion in 1867 was like a crevasse that had existed since time immemorial being closed by an earthquake.

Levin Gale lived two more years to savor his victory. He died in 1744, but he only stirred John Caldwell to a greater effort to make his town a success.

Who was John Caldwell? He was born about 1688, but after he came of age it became more difficult to distinguish between him and his uncle of the same name.

We know John began as a shingler, and that his subsequent business interests centered around the growing and cutting of timber and shipping it after it had been made into boards. He contracted to put a new roof on the State House in Annapolis, and he made sure he was paid for his work. He also speculated in land and got into the milling of grain. He was a forest ranger, a surveyor, a road overseer, a legislator, a justice of the county court, a steward for Lord Baltimore and a politician. He married twice and all his children except one, Samuel, were by his first wife. His oldest son, Joshua, was appointed sheriff of Somerset County and served between 1731 and 1734, at which time Caldwell's political influence was at its peak.

In all, John Caldwell had four sons and three daughters, but of all his family, only a son-in-law William Venables, husband of his daughter Mary, played a prominent role in the town of Salisbury after John's death in 1741.

CHAPTER II

1732-1752

The Founding of Salisbury

We will never know how long John Caldwell had been entertaining the idea of founding a town near land that he owned at the headwaters of the Wicomico. He introduced a bill in the legislature to provide for the founding of Salisbury in 1732. The bill had obviously been thought out well in advance, since it provided for the appointment of five commissioners to lay out the town. They were Caldwell himself, Ebenezer Handy, Isaac Handy, Thomas Gillis and John Disharoon. The Handys were his son-in-law Ebenezer and his son-in-law's father Isaac; John Disharoon was a landowner, owning 200 acres immediately south of the east branch of the Wicomico; and Thomas Gillis was one of his "cronies" and also a landowner in the area.

The town was to be laid out on 15 acres of "Pemberton's Good Will," a property belonging to a minor, William Winder. It began at the northeast corner of the east and north prongs of the river and then ran east and north covering 400 acres. The 15-acre property was to be divided into 20 equal-sized lots, the first two of which were to be selected by the guardians of Winder as his payment for the land. The guardians selected two waterfront lots.

The commissioners met and laid out the town with two streets, the first being Water Street, while the second street's name has not been preserved. These streets were along the path that ran east from the boat landing called Handy's Landing to the public road. The public road ran north-south and crossed the east branch of the Wicomico River by the Long Bridge, over the swampy meadows existing on both sides of the east branch, leading to the high land on both sides. There was no public road into Salisbury, as the town was to be called, only a path to the public road.

When John Caldwell realized that he was going to be outgunned and outfought by Levin Gale in the battle for his town to become the county seat, he started to look for alternatives, and he came up with one. In 1736, he filed suit asking that he be allowed to condemn 10 acres of land on each bank of the east branch of the Wicomico to build two mills, a sawmill and a gristmill, a short distance above the junction of the east branch with the north branch. His condemnation suit was successful, but he did not get a patent for the land until 1744, when this 20 acres was granted to him along with 50 acres of land assigned by George Dashiell. This was part of a warrant for 310 acres granted to Dashiell in 1737. A patent could not be issued until the land was fully paid for. There could be a long delay between the issuance of a warrant and a patent. In this case, Caldwell's mills had been built and running for several years before the patent for the 70 acres called "Mill Security" was issued. "Mill Security" started at the same point as "Pemberton's Good Will" and encompassed the land south of it that lay between it and the east branch of the river.

One of the requirements of the law at the time was that a mill dam must be at least 12 feet wide at the top for a road to run across it, if such a road was desirable as part of the public road system. This did shorten the distance between Princess Anne and the north, so the public road was built to utilize it, and thus Dividing Street was built and Salisbury was on a public road.

John Caldwell had operated a private ferry across the north prong of the river ever since the opening of his mill, but this was a slow and onerous business. With the increase of traffic, it became difficult to keep the traffic moving fast enough. So Caldwell whipped up a petition for his friends and customers to sign asking the Somerset County Levy Court to replace the ferry with a bridge. Since he was a member of the Levy Court he had a good notion it would be approved.

Not only was it approved, but Caldwell also was given the contract to build it. In those days, the ethics of the situation did not trouble anyone. The contract price was 65 pounds. The bridge was to be 12 feet wide, well braced and laid with plank two and one-half inches thick after being sawed. There was also to be a causeway built at each end of the bridge to build up the marshy soil on each bank. The road crews of each adjoining hundred were to build the causeway at public expense.

The contract did, however, impose on Caldwell the burden of maintaining the bridge for 15 years. This was an important part of the contract. In those days there was no concrete, no creosoted timbers and no signs telling the bridge's maximum load; and repairs were inevitable.

Now let us consider the effect of a public road, bridge and causeway on the town of Salisbury. The public road had cut a gash across Salisbury about 150 feet from its eastern boundary. The bridge had brought another public road into being. Coming from the west, it wound down the ridge of high land between the cypress swamp on the north and the lowland next to the riverbank on the south until it hit the causeway, then the road ran due east to the bridge.

On the east of the bridge, the causeway was shorter, it extended only about a hundred feet to high land, and then the road to the mill ran almost due east until it dead-ended at Dividing Street. At the foot of the hill by the river, two roads branched off. The first was the road to the east; it ran northeast, crossed Dividing Street and then skirted the edge of the new millpond. The second ran over the crest of the hill and dead-ended at Dividing Street, so that each road hit Dividing Street about 300 feet apart.

These three roads were not initially drawn on a plat but were rather fashioned by iron wheels and horses' hooves. All three had reference only to the bridge that had not been contemplated at the time the original plat was drawn. Bridge Street, as the road to the mill came to be called, ran for almost its full length south of the original town through "Mill Security." Church Street, as the road to the east came to be called, ran into "Mill Security" about half way up the hill. High Street, as the northern road came to be called, ran through the original town but did not follow the path of the original street.

It appears John Caldwell never relented in his quest to staff his town with useful citizens. In the years after his mills were started, the town began humming with activity – David Cathell, innkeeper; George Smith, blacksmith; John Reddish, storekeeper; John Crawford, shoemaker; McKemmey Porter, carpenter; Catherine Tull, seamstress; and James Mackey, innkeeper, were among the merchants who took up residence in Salisbury.

Many of these people's names never appeared in the land records, leading to the conclusion that Caldwell built many of their houses and shops for them and became their landlord as part of the inducement to live and work in Salisbury.

Now let us look at the time frame. There was no activity until 1737, when John Caldwell filed his petition, *Aliquod Damnum*, to condemn the land for his mills. When the jury came in with its verdict, Caldwell probably started building his dam, ordering his grindstones and saws, and building the mills and the spillways. After the dam was finished and while the dammed-up lake was filling, he built the roadway across the top and the approaches. He had already cut down the trees and cleared the underbrush from the lake bottom.

By the time the last shovelful of dirt had been tamped into the roadway, Caldwell had already spent what was for that time a fortune. The first houses were built near the north branch of the river at the landing on the road leading from the river to the mills.

We know that the north-south road had been finished to cross the milldam in Salisbury by 1741, or else it could not have been used as part of the description in the act creating Worcester County in 1742.

The milldam-shortened road northwest also was being built to utilize the bridge over the north branch of the river. It cut six miles off the distance from Princess Anne to Cambridge.

Let us examine the plat of original Salisbury with reference to the new roads. Water Street was useless. The road to the east as set did not follow the path of the original, and Dividing Street cut across it. So the best thing to do was to scrap it and start over. Besides that, the desired properties were on the new street that ran through "Mill Security." So the remainder of the land of original Salisbury was sold to Caldwell in exchange for the street beds in the new town.

When William Winder became 21 in 1739, he did not protest, and the new Salisbury was set. By the time of Caldwell's death, the original plat laid out by the commissioners was largely forgotten.

John Caldwell died in 1741. His will was made on July 11, and it was probated on August 19. William Winder was one of the witnesses, which further indicates that there was no animosity between them over old Salisbury town's boundaries.

The will talks of a quarter interest in a sloop and money due from Captain George Parris. He and Parris probably shipped flour together in the sloop. Parris had the mill on Rockawalkin Creek where Pemberton Drive crosses the pond.

John bequeathed to his sons-in-law 12,000 feet of plank in lieu of their wives' portions, but they were to assist in sawing the plank and carting the timber. This is the first indication that William Venables worked at his father-in-law's mill.

He devised to his grandson, John Handy, the tavern lot and a lot on Bridge Street for a shop.

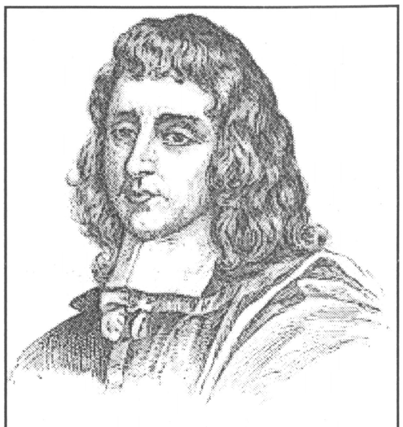
He then left a remainder interest in everything else to his youngest son, Samuel, subject to the life estate of his mother, Mary Caldwell. She died apparently in 1753 and Samuel owned the mills outright, and the land in original Salisbury was his to dispose of.

CHAPTER III
Wicomico Manor

What was Wicomico Manor? It was a private plantation belonging to the Lords Baltimore and was occupied by their personal tenants. Why is it entitled to a separate chapter in a book devoted to the history of Salisbury? The answer is simple, more than half of what was Wicomico Manor lies within the present boundaries of the city. This makes it pertinent.

As long as it existed, it was an absolute barrier to any growth of the town south of the east branch of the Wicomico. The Manor extended along the millpond eastward to approximately where the Civic Center is now located before the boundary line turned south. Salisbury could grow north, east and west but not south.

Cecilius Calvert, the second Lord Baltimore, was a deep thinker, and his thoughts appeared to be directed toward the protection and financial security of his descendants. He estimated that the land within his Province (which then included all of Delaware) would be sold and patented except for a few nearly worthless acres by 1774. The quit rents assessed to the proprietor would bring in far less than the income needed by spendthrift heirs, and the levies on imports and



CECILIUS CALVERT, LORD BALTIMORE.

exports could not be depended on. The problem of raising money for future proprietors could be horrendous, particularly if faced with a hostile assembly.

The conversion of the family to Roman Catholicism had cut off all chances for public office and the prospects for any new favors from the Crown. Faced with these facts, Cecilius had to devise a system that would take a sizeable quantity of saleable land off the market, while making it produce a present and a future income. He came up with the idea of a system of private plantations, at least one in every section of the province, to be leased to tenants who could not afford to buy the land; but who, with no land cost, would produce improvements and pay good rents, particularly if the land was not taxable as long as it belonged to the proprietor.

He issued a directive in 1673 that two such manors should be set aside for this purpose in each county. Wolcote and Wicomico, each containing 6,000 acres, were to be set aside in original Somerset County and reserved for his private use. If 12,000 acres were put in deep freeze in each county for three or four generations, the future lords Baltimore could look forward to a protected patrimony.

Wolcote was to be laid out on the north side of Broad Creek, a tributary of the Nanticoke, and Wicomico, or Somerset Manor as it was originally called, on the east and south sides of the Wicomico. Both plantations were to have access to navigable water.

> Wicomico Manor was surveyed on March 17, 1673, and was bounded as follows: Beginning for the breadth at mouth of the upper fork of said (Wicomico) River, thence with a line drawn Southwest by West half a point Westerly 180 perches to a marked white oak standing on a point, thence with a line drawn Southwest by West 130 perches to a marked white oak, thence with a line drawn Southwest 200 perches to a marked oak on the North side of Tundotank Creek, thence with a line drawn Southwest by West 185 perches running over said Creek to a marked hickory, thence with a line drawn South 60 perches to a marked white oak, thence with a line drawn South Southwest 3/4 Westerly 320 perches to a marked great cedar standing on a high bank on the Northeast side of a long point called Pine Point, thence with a line drawn Southwest into the woods for length 800 perches to a marked red oak, thence with a line drawn Northeast 1130 perches to a marked hickory and from thence with a right line to the first bounder, containing 6,000 acres, more or less, called the *Manour of Somerset.*

This manor had shrunk to approximately 4,000 acres by 1756 when a plat of it was made at the instigation of Governor Horatio Sharpe. He, in response to the fifth Lord Baltimore's expressed interest in selling all of his manors, was trying to get a handle on what there was to sell in each manor and how many tenants were there.

There were several kinds of leases that were offered to the tenants. There were a number of provisions offered. These were all developmental leases, meaning that the first tenants would have nothing more than their boundaries settled. Each tenant would have the responsibility to build, clear, plant and fence everything from scratch. Each tenant was given the right to cut timber to construct building and fences and for firewood. There were no sawmills nearby, however, and every sill and plank had to be sawed by a two-man team, one of whom was in a pit. The tenant was not allowed to cut timber to sell for a profit, only enough for his own use. He had to clear enough land for crops as well as enough land for an orchard of 400 apple trees. The tenant also had to furnish the seedlings to be planted.

Lord Baltimore did not furnish the plans and specifications for the tenant's house and outbuildings. The first buildings were small and crude. We must remember that everything belonged to Lord Baltimore at the end of the lease, and that thought was never far from the tenant's mind while he was sawing or building.

The terms of all leases on Wicomico were originally for three lives. This was not a father, son and grandson. The three people were actually named in the lease, and the lease lasted till the last named person died. In those days, life expectancies were short, and disease could easily wipe out a family. Later on, these three life leases were no longer offered, but they were succeeded by a lease for 21 years.

When the three-lives lease expired with the death of the last tenant, the lease could be renewed by a family member by the payment of a year's rent in advance as a renewal fee. The fee was based on 10 shillings per 100 acres with rents adjusted up or down depending on the size of the tenant's farm.

Rents were payable at the steward's residence on September 29 of each year. If the tenant failed to pay the rent in full when due, he could be evicted after 30 days. There was no provision for an adjustment of rent when the last surviving tenant died in June. Presumably if crops were planted, the lease expired when they were harvested.

The leases that were made with tenants after the development phase contained clauses that strictly forbade waste. This particularly meant the cutting of timber. Caldwell's Mill was the first mill to come out of the manor; the next one was Bashaw's Mill, at South Division Street, and then the Tony Tank Mill, Morris' Mill and Toadvine's Mill. The temptation to the tenant was greater when his workload would be decreased. And unless the cutting was blatant, it was hard to prove.

No lease contained any language about rotation of crops or fertilization of the soil; these were not generally recognized as being essential. Allowing the fields to lie fallow every third or fourth year was the essence of good husbandry.

Tobacco was the main crop when the manors were instituted and continued as the principal cash crop for many years thereafter. A farmer working alone could take care of only three acres of tobacco, so crop rotation was not a problem in the early days.

Based on various Somerset County land records, the developmental lease was not too bad a deal. The new tenant family would face the same labor if the male either bought or rented, and the rent was offset against the taxes and quit-rents that the buyer had to pay. The forced planting of an orchard was beneficial to the tenant since the cider or brandy from the apples was a second cash crop.

In each county, there was a steward who negotiated new leases with prospective tenants and collected rents. It was his job to find a new tenant when a vacancy turned up, to evict delinquent tenants and to prevent waste. If there was a drought or a hurricane that damaged the crops, he had to recommend an adjustment of rent.

The steward submitted an annual report to the Receiver General accounting for the rents collected less his commission. The Receiver General in turn deducted his own commission and forwarded the balance to Lord Baltimore. The rent remitted to Lord Baltimore from Wicomico amounted to about five pounds per year.

The steward got a farm free of rent as part of his remuneration and the 1756 plat showed that his farm in Wicomico contained 169 acres, which made it by far the largest in the Manor.

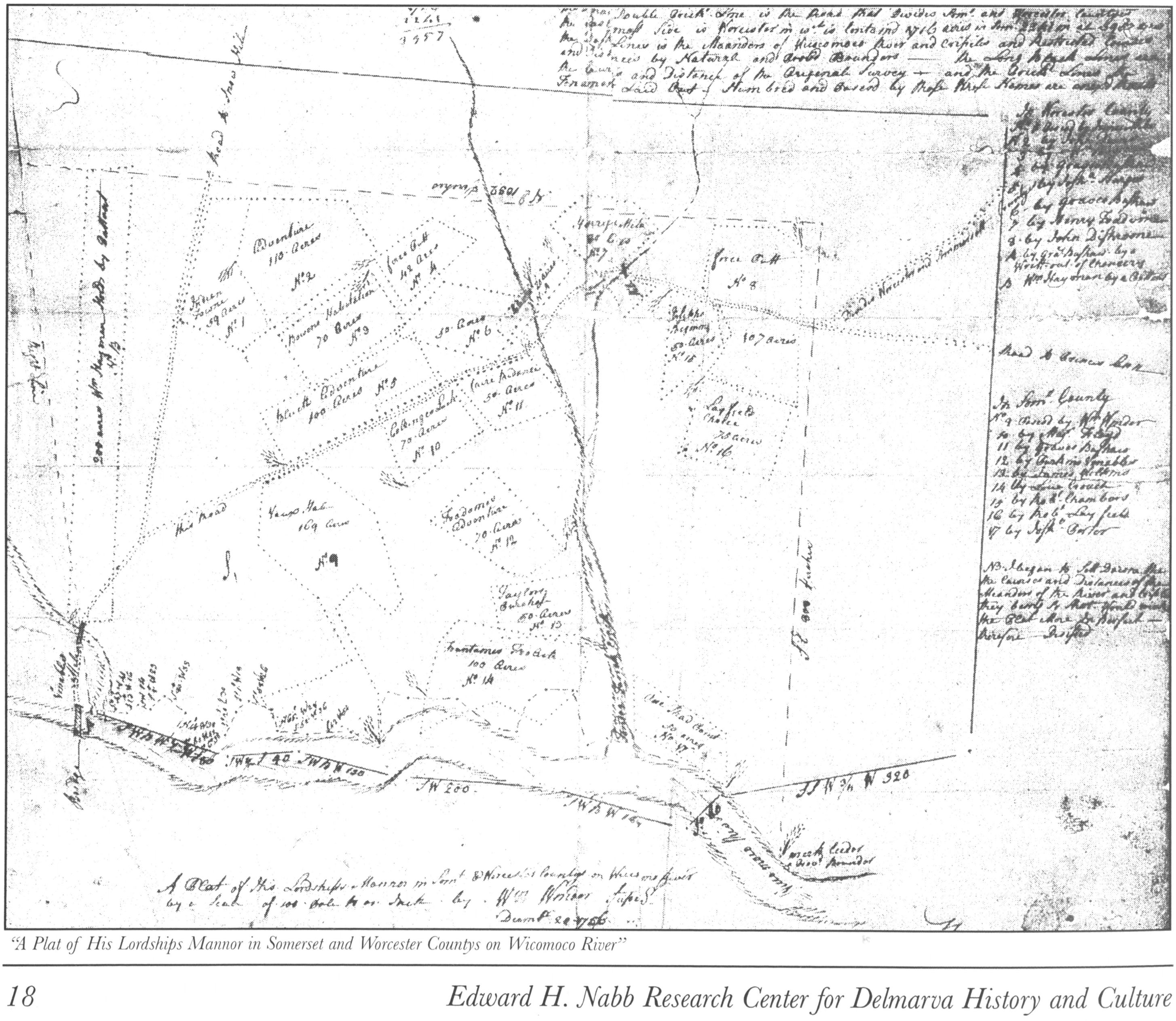
A quick look at the same plat will show that the rented farms were not laid out like lots in a development, abutting neighbors on all sides. In the Manor, individual farms had been laid out to suit each tenant. The tenant chose high land; he did not rent marsh or low land. He tried to avoid poor land, land hard to drain and land that contained only scrub timber. As a result, at least half the land was not included in any tenancy and produced no rent.

The 1756 plat shows the roads through the Manor, starting at Venables' Mill and the dam across the river and running southeast. The first fork to the left is the road to Snow Hill, now Lincoln Avenue. The fork to the right led to Princess Anne, and a later branch to the left ran to Steven's Ferry, now Pocomoke City.

This plat also shows that tract A contains 20 acres of land granted to Graves Bashaw by "a writ out of Chancery." This writ condemned land for the purpose of erecting a mill at what is now Coulbourne's Mill Pond, but it does not show the land submerged by the pond.

Neither Tony Tank nor Morris Mill ponds are shown because neither had been built by 1756. When the Tony Tank Mill was condemned by George Handy and William Adams, the jury assessed damages. Lord Baltimore got 1 shilling 3 pence annually, but Nicholas Crouch got only 5 shillings.

The manor had shrunk from 6,000 to 3,957 acres – 1,716 in Worcester and 2,241 in Somerset. Also noteworthy is the fact that Parcel B had been cut out of the manor and was patented to William Hayman. This was a parcel called "Friends Goodwill," and the patent was issued on April 8, 1703, to John Disharoon and Lewis Disharoon. John Disharoon was one of the


Road to Snow Hill
Road to Princess Anne
In Worcester County
6 by Graves Bashaw
7 by Henry Badrow
8 by John Disharoon
A by Gra. Bashaw by a Writ out of Chancery
B Wm Hayman by a Patent
In Som. County
No 9 Used by Wm Winder
11 by Graves Bashaw
14 by Crouch
15 by Robt Chambers
16 by Robt Layfield
17 by Josh Porter
Adventure 110 Acres No 2
Bowers Habitation 70 Acres No 3
Black Adventure 100 Acres No 5
Venables Mill
No 6
No 8
107 acres
No 10
No 11
169 Acres No 9
Adventure 70 Acres No 12
50 Acres No 13
100 Acres No 14
Layfields Choice 70 acres No 16
This Road
A Plat of His Lordships Mannor in Somt & Worcester Countys on Wicomico River by a Scale of 100 Poles to an Inch by Wm Winder

"A Plat of His Lordships Mannor in Somerset and Worcester Countys on Wicomoco River"

commissioners appointed to lay out Salisbury.

William Winder was the steward of Wicomico Manor from 1740 on. His name is signed as a witness on leases issued after that date, so it is certain that he was active in the negotiating process from that time on. Obviously, this meant that his services were satisfactory to the Receiver General and that he procured one of the few plats of the manor for Governor Sharpe.

Whether the fifth Lord Baltimore sensed the coming Revolution or not, he did take action at the right time to sell all his manors. He wanted 50 pounds per hundred acres from anyone interested in buying them. This may have been a fair price in Anne Arundel, but it was pie in the sky in Somerset and Worcester counties.

When Lord Baltimore's instructions became a matter of public knowledge, a number of claimants came forth with claims of one kind or another. The most serious was that Lord Baltimore was only a "tenant-in-tail," and that the manors were entailed and that he, therefore could not deliver good title to any of them when sold.

Frederick, Lord Baltimore, spent the next few years rebutting these claims and finally wrote to Governor Sharpe, saying "you will e'er now have received a clear state of my present power, right and title, more superabundant ones I cannot believe exist to any estate on earth, so I desire you will proceed without any loss of time early in the year to the sale not only of this but all the other manors as directed." A number of parcels were sold, in Baltimore, Anne Arundel, Kent and Queen Anne counties, but none in Somerset or Worcester.

The tenants of Wicomico sent a counter-offer to Lord Baltimore of 25 pounds per hundred acres, but by the time it arrived, Frederick had died, leaving no accepted heirs to the title. With the estate in litigation, the counter-offer was never entertained. Lord Baltimore left an illegitimate son, Henry Harford, and two sisters who had filed suit against Harford and his guardians seeking to break the will. The litigation lasted for several years before the validity of the will was established and Harford recognized as the Lord Proprietor. There was no further effort made to sell the manors.

The names of the 1756 tenants are shown on the plat. They are: William Winder, Major Floyd, Graves Bashaw, Perkins Venables, James Williams, Louis Crouch, Robert Chambers, Robert Layfield and Joshua Carter in Somerset County; James Miles, John Davis, William Bowden, Graves Bashaw, Joshua Sturgis, Henry Toadvine and John Disharoon in Worcester County. Bashaw held parcels in both counties.

John Caldwell had been the steward of both Wolcote and Wicomico. He had been appointed in 1717 by Lord Guilford, guardian of Charles, Lord Baltimore, and had remained in that office until he filed suit for 20 acres of the land to build his mills. Winder was probably appointed to succeed him with his recommendation.

Salisbury Ice Company: Wholesale and Retail Ice Dealers

Artificial ice has almost driven the natural article entirely from the market, except in the most isolated sections of the county, and as soon as its superiority is demonstrated it will come into universal use wherever possible. The fact that the most eminent chemists have declared that when it is properly made that it is 100 percent pure, and that there is no possibility of conveying disease germs into the human stomach through its agency, has done much to bring about this result. When artificial ice was first introduced, not a great many years ago, the popular fallacy was almost universal that in the process of freezing all impurities were eliminated from natural ice, no matter how foul the water from which it was frozen. This is still believed by many, but it is gradually being demonstrated by chemists everywhere that this is untrue and that the only pure article is artificial ice frozen from distilled water.

ICE
CRYSTAL ICE CO

Plant No.1 Salisbury Ice Company

MARYLAND ICE CO.

Plant No.2 Salisbury Ice Company

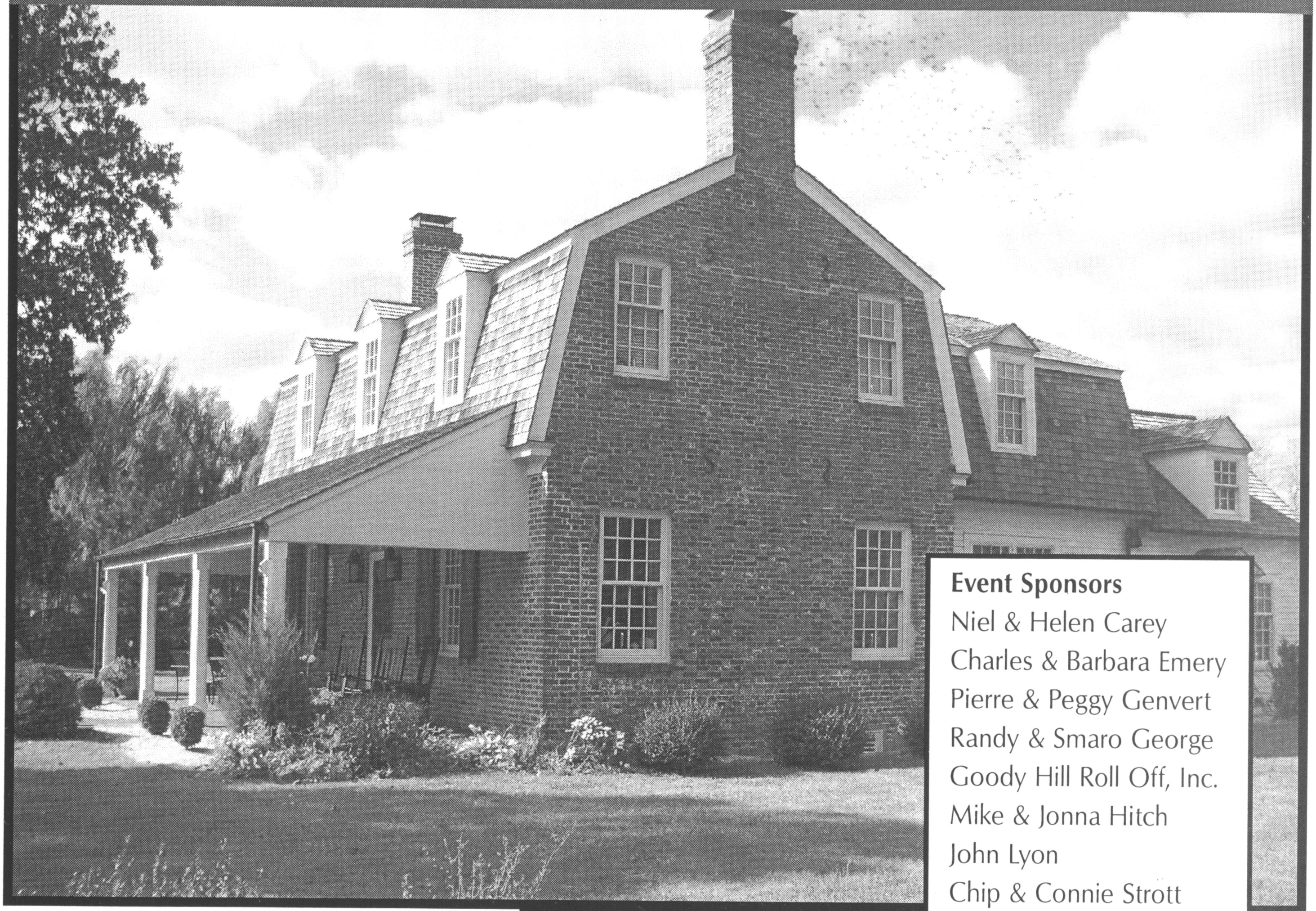
Salisbury has without doubt the purest ice that is possible to manufacture, and the plant of the Salisbury Ice Company is a model one, equipped with the finest machinery that capital can provide. It is, in fact, three plants in one, for up to last year, when the consolidation took place, three was the number in the city. They were the Crystal Ice Company, the Maryland Ice Company and the Salisbury Ice Manufacturing Company. Last year the Salisbury Ice Company was formed and absorbed the others, the same interests being back of it as had been behind the original companies. The company at the three plants, all of which continue to be operated as before, have a combined daily capacity of seventy-five tons and a storage capacity of 7,500 tons. The trade extends throughout this section of Maryland, Virginia and Delaware, and the plant has the largest capacity south of Wilmington. It is located near the depot of the Baltimore, Chesapeake, and Atlantic Railroad Company and also the New York, Philadelphia and Norfolk with which it is connected by a short spur, so that cars can be loaded directly from the plant. The company is also largely engaged in the refrigeration of fruits of all kinds and does a large business, being splendidly equipped to handle over 100 cars daily. It always keeps on hand an ample supply of ice, made during the winter for this purpose. The officers are: Congressman W. H. Jackson, president; W. P. Jackson, vice-president; J.D. Price, treasurer and general manager; W. M. Cooper, secretary; J. H. Tomlinson, assistant manager; W. F. Dusch and M. V. Brewington.

They are all excellent citizens, public-spirited and progressive.

Wicomico New Industrial and Historical and Industrial Edition, August, 1908

Eventide in Whitehaven

Hosts – Greg & Paula Erdie



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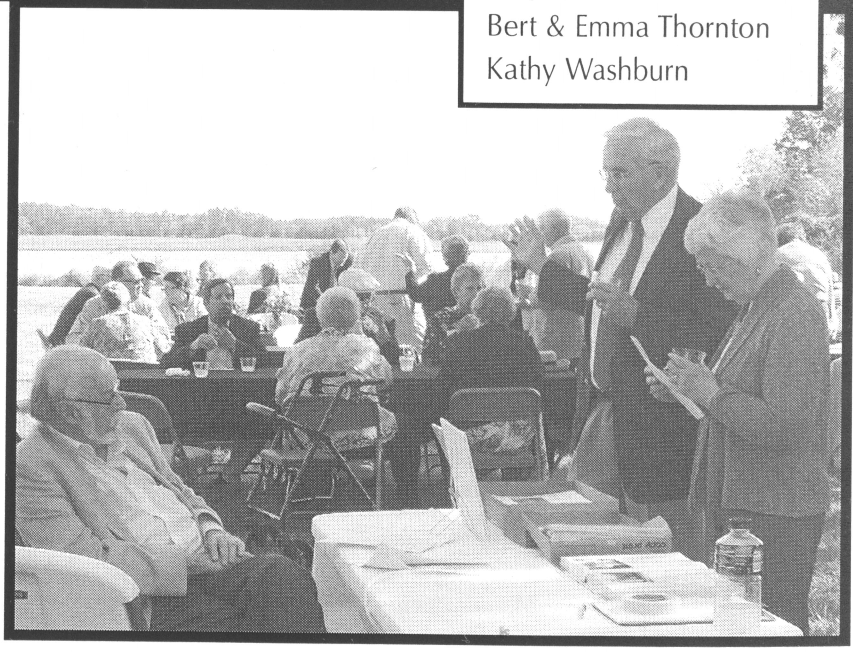
This year's fundraising event was held in Whitehaven, MD, at the beautiful, riverside home known as "Bolton." This house, belonging to Greg and Paula Erdie, is located along the Wicomico River and is one of the oldest houses in Wicomico County. Prior to the event, held Saturday, May 2, a great deal of research was done by John Lyon, Michael Hitch, Jefferson Boyer and Bill Wilson on the history of the property. An article, written by John Lyon about the results of his research, can be found elsewhere in this issue of the *Shoreline*.

The event was the perfect combination of spectacular weather, good food and beverages, and excellent company and music. The Nabb Board of Directors thanks everyone who contributed to its success.



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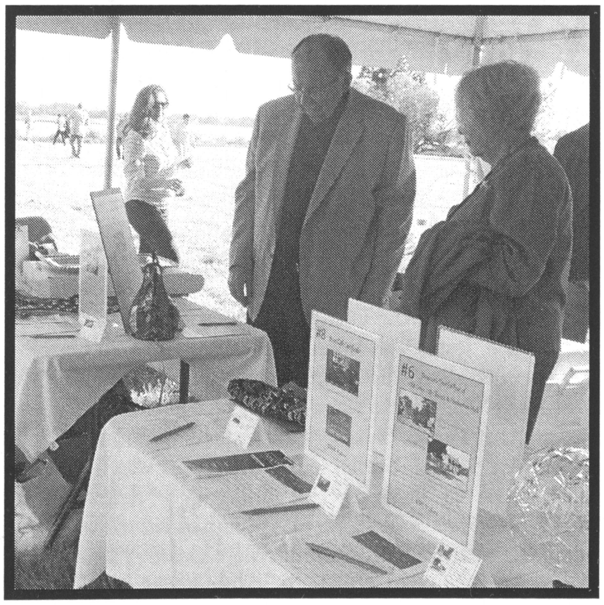

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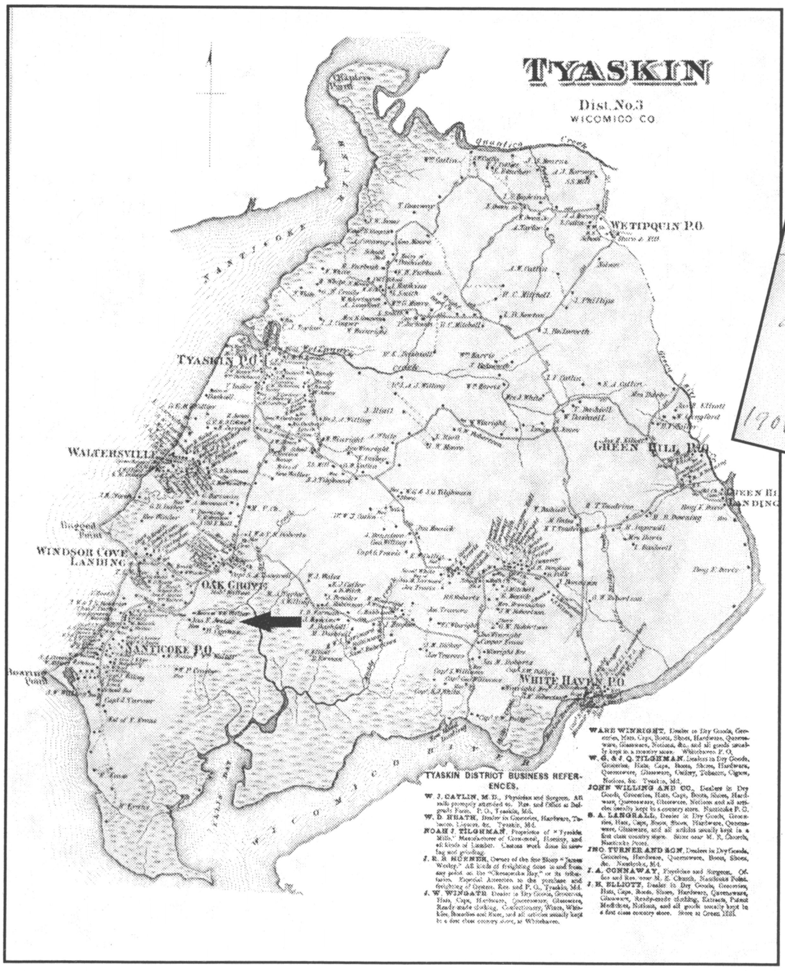
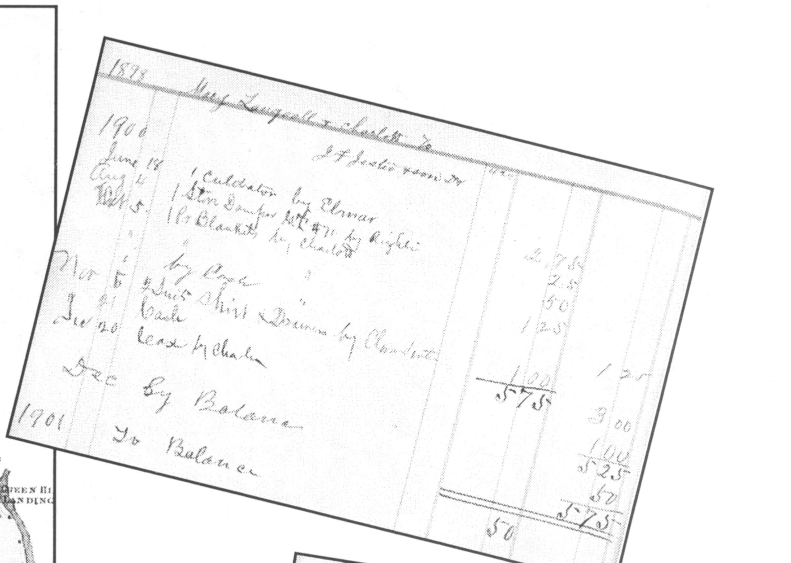
What You Can Learn From A Ledger

By Brad Noble



The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland Bicentennial Edition 1776-1976



1898 Mary Langsall & Charlott To
J. F. Jester & son Dr

1900
June 18 1 Cultivator by Elmar
Aug 4 1 Stov Damper by
5 1 pr Blankets by Charlott
by Cash
Nov 6 Suit Shirt & Drawers by Charlott
21 Cash
Dec 20 Cash by Charlo
Dec By Balance
1901 To Balance

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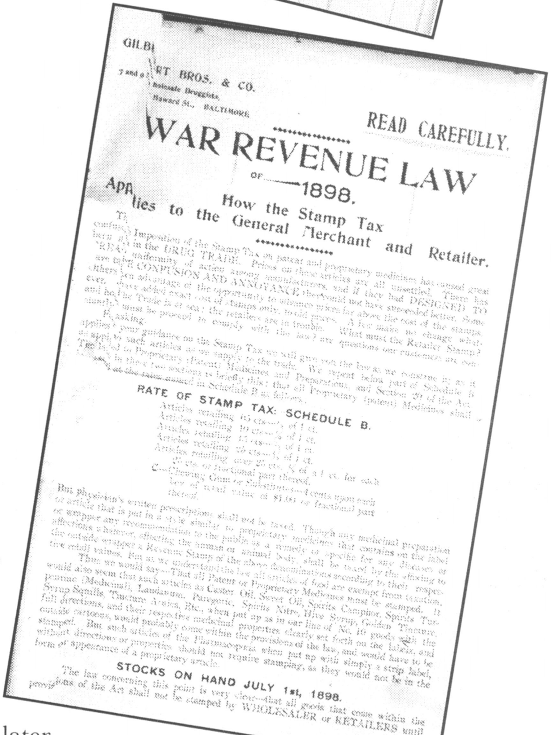


GILBERT BROS. & CO.
Wholesale Druggists,
Haward St., BALTIMORE.

READ CAREFULLY.

WAR REVENUE LAW
OF 1898.

How the Stamp Tax Applies to the General Merchant and Retailer.

RATE OF STAMP TAX: SCHEDULE B.

STOCKS ON HAND JULY 1st, 1898.

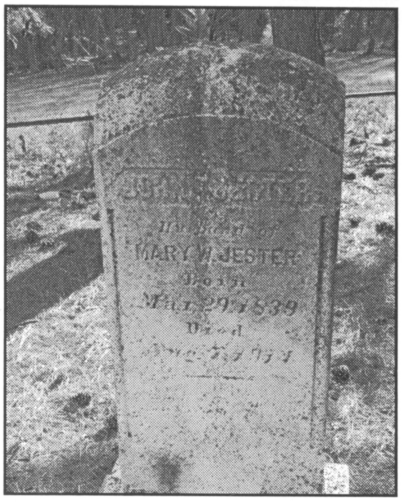
When asked to transcribe a ledger as part of my history internship at the Nabb Center, I was not sure what I was going to find or what I would learn. While working on it, I started to ask questions such as: Where was this store located?; Who was John F. Jester, the owner of the ledger?; and, Who were the people who purchased merchandise at his store? All of these questions were answered when I started looking at secondary and primary resources at the Nabb Center, such as marriage records, maps, postal records and census records. One record sent me to another and that one to another. The more resources I studied, the more I was able to find about John F. Jester and the customers in his community.

John F. Jester was born March 29, 1839, in Caroline County, MD. According to the listing of patrons in *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland*, he came to what became the Tyaskin District in western Wicomico County in 1865 (then part of Somerset County) and was a merchant. He purchased a 257-acre tract of land called "Fair Meadow" from John R. Roberts. His residence is shown on the atlas slightly below Oak Grove. His first marriage was to Elizabeth Willey (Willing) on February 24, 1863. After her death, he married Annie Willing in August 1865 and they later had one child, Wilfred. Annie died on January 11, 1893. John later married Mary Ingersoll and had two children, Rachel and Herbert, with her. John died August 7, 1914, at the age of 75. He is buried in the Oak Grove M.E. Church Cemetery in Wicomico County.

John's occupation is also listed in the 1870-1910 censuses as "merchant." His store was located in what became known as the Jesterville community. Jester became postmaster in 1894 and the post office was located in his store.

Jester's store ledger, which is in the Nabb Research Center's archive, shows transactions starting in 1898 and running through 1901. It contains an index of all the names in the ledger and the page number on which account purchases are found. This ledger is a great resource for researchers trying to place and date families in that specific area. While spellings may vary, family names found in the ledger include: Barkley, Conway, Covington, Dashiell, Elzey, Heath, Insley, Jones, Larimore, Messick, Nutter, Robertson, Taylor and Walter.

Merchandise sold at the store included everything from groceries to furniture to farm equipment. Customers were men and women, farmers and trappers. Items such as carpets and curtains were purchased for several churches in the area. Medicinal drugs also were sold in his store, but the types were not specified in the ledger. The most frequently sold goods were bacon, sugar, molasses, flour, paint and silk. He did not seem to sell beef, poultry or black powder/lead. He did sell wood stoves. It seems that often when someone bought a stove, they would sell their old one back to Mr. Jester.



Goods were much cheaper back then; one could buy three chairs and a rocker for $3.25 or medicine for 50 cents. One of the most expensive items bought was a range stove for $25 purchased by Robert Barkley.

People tended to buy mostly on credit, often paying only twice a year when their crops came in or when the fishing season was over. Some customers worked for Jester to pay off the debt they had incurred. People would often come into the store at the same time each year to buy goods. Dr. William Catlin (ca. 1853-1919) came each April to buy tomato seeds. According to the ledger, he sometimes exchanged his medical services to Jester's child as payment for his purchases. Several of Jester's customers bartered other goods and services for merchandise purchased at the store.

In the back of the ledger there was a notice from Gilbert Bros. & Co. Wholesale Druggists describing the "War Revenue Law of 1898" and "How the Stamp Tax Act Applies to the General Merchant and Retailer." The War Revenue Law of 1898 was passed on June 13, 1898, to help raise money for the Spanish-American War. Proprietary (patent) medicines and preparations were affected by this stamp tax, as were perfumes, cosmetics, cigars and cigarettes, and other goods. It appears that much of the burden of calculating this tax was put on the retailers of the products, such as Jester.

Thanks to Jester's recordkeeping and the fact that this ledger has been preserved in the Nabb Center, we now have a rare glimpse into the lives of the people of Jesterville and how business was transacted there during the early 20th century.

Brad Noble, a history major at Salisbury University, interned at the Nabb Center in spring 2015.

Eastern Shore African-American Methodist Ministers and Ministry in 1911

By Donna Messick

The *Official Journal of the Delaware Annual Conference of the Methodist Episcopal Church* is a unique and rich source of information about people and activities within the African-American community. In addition to the business conducted during a particular session, the journals contain "memoirs" or biographical sketches of especially prominent deceased members. Some issues even contain pictures. You'll also find lists of members and probationers of the church, showing the year admitted and the town in which they reside. The district superintendents' reports list each district and town along with the pastor, activities, collections and debts during that time period. These reports offer insight and information about the people, their community, and even the church buildings themselves. The Nabb Research Center has the Delaware Conference Journals on microfilm from 1864-1965 and bound editions from 1911-1965. Other bound Conference journals on hand include the Wilmington Annual Conference (1869-1939), and Peninsula Annual Conference of the Methodist Church (1940-2007)

The following small excerpts from the 1911 *Session Journal* indicate the type of information included:

Crapo (Cambridge District), all things considered, has had a very good year. The pastor reports that a piece of land on Hooper's Island has been bought and paid for on which to build a church for the people, who have no place to worship; that the greater part of the lumber is on the ground and paid for; that the white folks of the island are in sympathy with the movement and have promised substantial aid; that the carpenters are expected to go to work on the building in the near future. T.A. Johnson, pastor.

Snow Hill (Cambridge District) has broken all records. Ebenezer, the church in town, has been seated with beautifully carved quartered oak pews at a cost of $480. J.W. Jewett, pastor.

Cottage Grove (Salisbury District). The nine years of J. Waters' service on this charge have been years of ever increasing success materially, morally, and spiritually. The climax of his labors is the building and practically paying for, one of the best churches in the district, in the past two years. Raised for new building and repairs $915; for the benevolences $173, for Africa $7, Carnegie Fund $25, total $180. Total raised for the Carnegie Fund $114. Conversions 20, probationers 18, accessions 20.

Crisfield (Salisbury District). The itineracy, at best a hardship, often meets with impressive justification in the beneficial results that attend the changing of pastors by authority. Brother C.S. Sprigg met with strong opposition on going to Crisfield last spring. But he left the town full of joy over a great revival, in which 131 persons of all ages and moral conditions were converted. The moral tone of the community has been profoundly changed for the better.

THE HOUSTON SAVINGS BANK

SALISBURY, MD.

THE ONLY COLORED BANKING INSTITUTION ON THE SHORE

WITH an honorable record, having done the best we could, one day at the time and with a determination to continue along the same proper course we invite your patronage.

Begin a Saving Account with ONE DOLLAR and watch it grow

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MELVIN J. CHISUM, President. SOLOMON T. HOUSTON, Vice Pres.
F. A. NELSON, Cashier.

Deals Island (Salisbury District). J.M. Washington, a young man of good education and excellent character, …was appointed to Deals Island. After about two weeks trial, he and the people were so disappointed in each other that he with my consent left the work and returned to teaching. You ask why did he fail? He was born, reared, and educated in western Pennsylvania, and the good people of the Peninsula are another proposition. He could not solve it.

Fruitland (Salisbury District). One of the churches, the Flower Hill mission was burned in a forest fire started by a spark from a locomotive. Through brother Bowland's persistent efforts the company paid them $150, and the people are now busy trying to build another church.

Marion Station (Salisbury District). For six years L.E. Toulson has labored on this charge with marked success. The debt on one church has been paid off and a beautiful new church erected at Mt. Peor.

Mt Vernon (Salisbury District). W. T. Purnell comes from a year of conflict, brought on by his manly opposition to that unmitigated curse of our people, the Camp-meeting. He has been in danger of personal violence… But there was no Camp-meeting at Polk's road; and the right-minded leaders say there shall never be another. I have more pleasure in announcing this, than I could possibly have in reporting a great increase in the benevolences. For what sense, not to say good, is there in making savages and fiends of our people at home to raise money to Christianize the savages of Africa? Brother Purnell's conduct has been really heroic.

Salisbury (Salisbury District). The appointment of R. G. Waters to Salisbury, was one of the several unexpected happenings of the last conference. The church has been remodeled, a pastor's study and recess for the choir having been added, and thus the seating capacity has been considerably increased. Both the auditorium and the lecture room have been frescoed and painted; and the auditorium has been reseated with fine circular pews. And a steam heating plant has been put in.

In Memoriam

Samuel Wesley Waters was the son of the late Rev. S. G. Waters, who was one of the class of ten received on trial at the first session of this Delaware Annual Conference in 1864, and who did much pioneer work and gave yeoman service for the kingdom of God. His mother was Henrietta Waters…

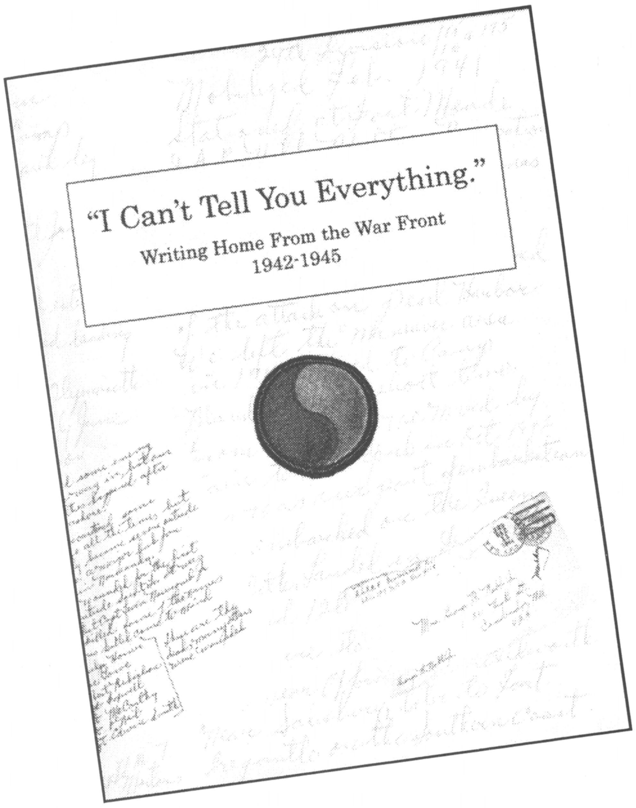
In Upper Fairmount, Somerset County, Md., Samuel Wesley Waters was born Feb. 1851. In 1872 he was converted at Zell's Gate Campground… He was thrice married. In 1873 he was united to Miss Amelia Hutt, the granddaughter of the late Rev. Henry Hutt. Three sons and two daughters were the result of this union. His second wife was Miss Maggie Moss by whom one son was born. After his bereavement by the death of his second wife he married Miss Bessie Johnson.

Charles A. Horsey. Rev. Charles A. Horsey, the son of Mahalia and Charles Horsey was born a slave June 5, 1837 in Sussex County, Del., owned by one Marshall Pennock, at an early age his time was sold by him to one Charles Cottingham. He was converted when quite a youth and became a useful member of the John Wesley M.E. Church, Denton, Md., about the year 1858. He went to sea and sailed for two years, in 1860 he returned home and remained for three years. In 1861 he was joined in marriage to Miss Sarah Burton of Sussex County, Del. In 1863 he enlisted in the Government service in the 26th New York from which he received an honorable discharge in 1865.

REV. C. A. HORSEY
Deceased

Internship Project: Captain George Nabb Jr.

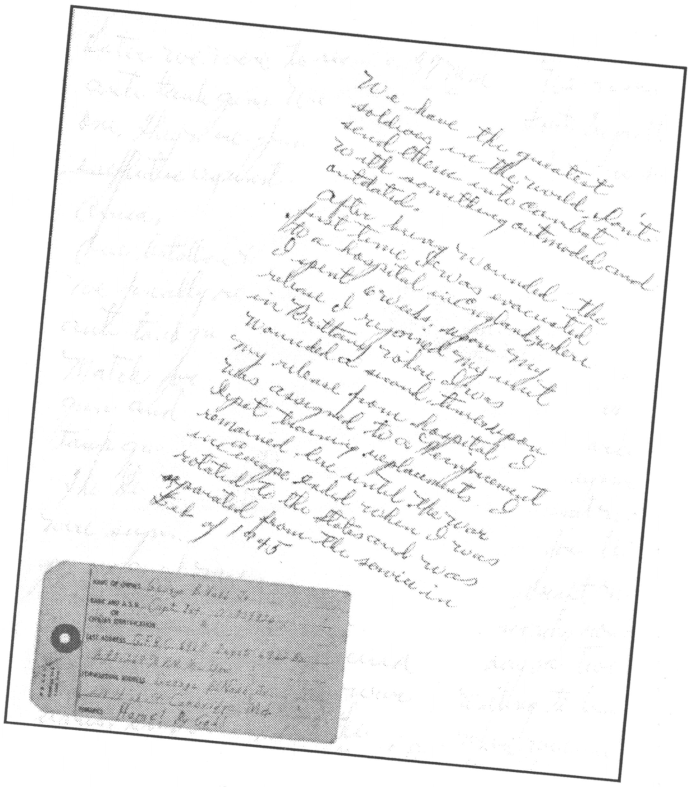
By Juliann McNelia



"I Can't Tell You Everything."

Writing Home From the War Front

1942-1945



We have the greatest
soldiers in the world. Don't
send them into combat
with something outmoded and
outdated.

After being wounded the
first time I was evacuated
to a hospital in England where
I spent 6 weeks. Upon my
release I rejoined my unit
in Brittany where I was
wounded a second time. Upon
my release from hospital I
was assigned to a reinforcement
depot training replacements. I
remained there until the war
in Europe ended when I was
rotated to the States and was
separated from the service in
Feb 9/1945

My archival internship at the Nabb Research Center provided a personally enriching opportunity this past summer. My project was to digitize binders of handwritten World War II letters written by Captain George Nabb Jr. (1909-1989) from Dorchester County, MD. He was a cousin of the Nabb Research Center's benefactor, Edward H. Nabb. Digitization was accomplished using an Epson scanner. The paper he used is thin, similar to tissue paper. The pages had to be held delicately by the edges. He wrote in lines of cursive script using a pen or pencil. The handwriting was easy to read. Some of his letters were on V-Mail, letters that were minimized with lenses to make them easier and quicker to mail. Some V-Mail had to be magnified because the handwriting was too tiny to see with the naked eye. More importantly, while reading the letters, it became apparent that the content was not about what happened during the battles, but about the impact of the war on the Nabb family in Cambridge, MD.

There were domestic struggles, anxieties and challenging decisions to make while George Nabb Jr. was overseas. Although he was unable to be physically present himself, George Nabb's family still relied heavily upon his responses to their letters. He was not just a prominent man in his company in the National Guard, 29th Infantry Division, he also was a leader in his family. It is clear from the letters that he loved his family, his brothers-in-arms and his country immensely. Notably, the question George Nabb Jr. always asked in his letters was about everyone's welfare. Then, he would comment on the well-being of his men to his wife Georgia and his son George III. Sometimes he would tell them of his visits to London and smaller towns, describing the people who lived there and how the war affected their lives. Often he wrote to his wife and son that "living in America is more fortunate than living overseas."

George Nabb Jr. had been a soldier for quite some time before the United States became involved in WWII. He joined the National Guard shortly after his mother's death in 1929. He married Georgia Fleming in 1938, and his first son, George III, was born in 1940. His National Guard company was called into active duty shortly after the bombing of Pearl Harbor in 1941. He went overseas in 1942 and was named a commanding officer while training in England. He was a captain and commanding officer of Company D of the 115th Infantry when it landed on Omaha Beach in Normandy on D-Day. He was injured twice, in the arm and in the leg, in separate battles and was awarded the Purple Heart. His letters tell his family about his experience in hospitals and his recuperation process prior to returning to the front. In July 1945, he was given a 30-day leave. Nine months after his leave, his second son, Carlton Nabb, was born April 15, 1946. His company was released from active duty February 1946 and he returned to the family and his farm.

Carlton Nabb and his wife Mary live on the George Nabb farm today. They have transcribed George's letters and published them in a book, *I Can't Tell You Everything: Writing Home From the War Front*. It is available through Salt Water Media, LLC in Berlin, MD. The originals of the letters are archived at the Nabb Research Center.

Juliann McNelia, a history major, interned last summer and fall at the Nabb Center and volunteered during the spring semester. She has since graduated from Salisbury University.

Inventory of Elizabeth Shiles

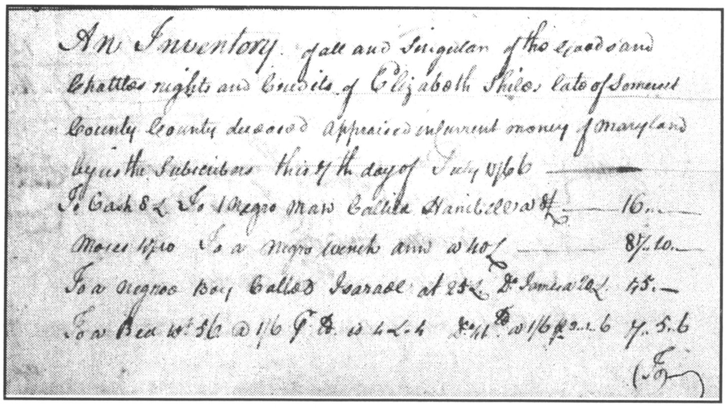
Colonial inventories offer rich insight into life on Maryland's Eastern Shore. Fortunately, for Somerset and Worcester counties, inventories survive from the earliest settlement period. This penchant for careful record keeping on the lower Eastern Shore continued throughout the colonial period and into the late 19th century. Wealth was not a criterion for having an inventory, nor was sex. A person need not be a wealthy male to have had an inventory. Widows and less often, unmarried women, also had inventories made. Inventories would not have been made for a deceased woman if her husband survived her. Hardly ever were inventories made for children.

Among the types of probate records – bonds, wills, inventories and accounts – the most misunderstood are perhaps the inventories and accounts. Inventories from the inception of Somerset County in 1666 have documented the personal history of individuals. The major purpose of an inventory was to prevent the removal of portable wealth that could be used to reimburse creditors for any debts that might be owing to them.

Although not everyone left a will, many more people left inventories of their estates. These inventories tell not only the name of the deceased but also when the inventory was taken of the estate and the county in which the decedent lived. The appraisers of the inventory also are listed, along with incidental information about next of kin to the decedent.

What, then, does an inventory tell us about an individual and the type of lifestyle which he or she lived? The items listed will usually give a clue as to occupation. While land is not included in an inventory, you will find slaves, household goods, livestock and agricultural tools.

The inventory below was transcribed by Jefferson Boyer while doing research on the Bolton property in Whitehaven, MD. Elizabeth Shiles was the widow of John Shiles Jr., who lived at "MIGHT HAVE HAD MORE." The inventory – taken July 7, 1766, and probated April 18, 1767 – was found in the Maryland Prerogative Court Inventories Liber 92 Folio 287.



An Inventory of all and singular of the goods and chattels rights and credits of Elizabeth Shiles late of Somerset County deceased appraised in current money of Maryland by us the subscribers this 7th day of July 1766

To cash 8 £ [pounds] To 1 negro man called Hannibal

Moses Negro To a negro wench Ann

To a negroe boy called Isarael

To a bed

To 2 beadsteads

To 1 blankett To 2 Do [ditto] To 2 Brown Sheets

To 1 Fine Do

To 1 old rug[1] To 1 looking glass

To I pr Stilyards[2] To 22 lbs of dirty wool[3]

To one black Callimanco[4] gound [gown] Do Country make [gown]

To 1 old cloak To one old yellowish Silk Coat

To a parcel of old Clothes To one Old Hat

To 1 Bonnett

To 1 Hood

To a pair of old Black gloves

To 4 yds Sheeting Linnen to 6 yds of stampt Cotton

To an old Tablecloth and napkin

To one old Silver Spoon To 14 lbs of half worn pewter

To 12 ½ lbs of old To 3 old Chairs Do Frames[5]

To a walnut Table Do two old pine one old Stand[6]

To 1 old case and six bottles To one Bell mettle Spice mortar

To 2 old Trunks and one old Chest

To one pr of wool Cards

To I Brass Candlestick To 2 old earthen potts

To one Churn, one Can and 3 old Bucketts

To 2 old knives and 3 forks

To I old pr. of Sheers & Snuffers To 8 old earthen Cups

To 1 salt seller 1 old vinegar Cruitt, 1 pepper box & 1 bottle

2 old Linnen Wheels To 1 Chamber pott

To 1 old pott To 1 Do

To one old Do

To 1 ox Chain Do 1 old To 2 old eyelet Bolts

To 3 axes To 1 old woolen wheel

To 3 Broad hoes 2 old Do

To 1 old wedge To 1 old pot Hanger

To 5 Harrow Teeth[7], to 6 old Do

To _ lb of Flax To 12 ½ lb of Toe [tow] thread[8]

To 1226 lbs of pork To 43 lbs. of undried fatt

To 23 Barrels of Corn To 1 old grid Iron[9]

To 1 pair of Sole Leather To 1 old auger

To 1 old ads [adze]

To 1 old ads To two old Books[10]

To 6 old cyder Casks

To the third part of the Head and worm of a still[11]

To 3 Bushs of Wheat To 6 old Casks with one head each

To I old Bed stead and matt To the third part of a Hand mill[12]

To 1 old search[13] To a small box ribbond[14]

To 1 yoke of oxen To 9 cows

To 7 year old yearlings To two bulls and 1 Heifer
To 11 Sheep 12 Sows 2 year old hogs
Do 9 small To 1 yoke of steers
Do 1 young steer
To 1 Bay horse To 3 cow hides 3 of yearling hides
To 3 geese To a [swingle] Tree of a womans Saddle
To Thirteen Hundred and Fifty pounds of Tobo: [tobacco]
To 3 packs of flax Seed to 2 ox yokes
To 1 old Broad ax
To 1 old pair fire Tongs a pair of old pot hooks
To 1 set of swingle tree Irons of third part of a Set of cart wheel boxes
To a third Part set of cart wheel[15] Boxes
£310.15.7 ½
Signed
Alexr Robertson
Isaac Atkinson

A List of separate Debts
We the nearest of kin do approve of the aforegoing Inventory
Leah Fleweling
John Shiles

NOTES:

[1] *Rug.* A thick woven bedspread, often called a "bedrug."

[2] *Stillyards.* Steelyards, a primitive balance or scale with a sliding weight at one end.

[3] *Dirty wool.* Unwashed, "raw" wool, with the lanolin still in.

[4] *Callimanco.* Shiny wool cloth made by heating it nearly to the scorching point to make the surface shiny.

[5] *Frames.* Forms; i.e., benches. Many Somerset County colonial era inventories list "a table and forms," meaning a table and benches. Note how few chairs are actually listed in this inventory.

[6] *Stand.* Short pedestal table with tiny legs.

[7] *Harrow teeth.* A harrow is dragged over a plowed field to break up clods.

[8] *Tow thread.* Short or broken fiber used for yarn or twine.

[9] *Grid iron.* Used for cooking at a fireplace; a thick iron rack on legs to put pots and pans on over the coals.

[10] *Old books.* It is typical in an inventory to list just the quantity but not the titles of any books.

[11] *A head and worm of a still.* Copper top and spiral tubing (wormtail) of an alcohol still. Both whiskey and brandy (apple and cherry) were favorites.

[12] *1/3 part of a hand mill.* A hand-turned stone millstone for grinding flour and cornmeal.

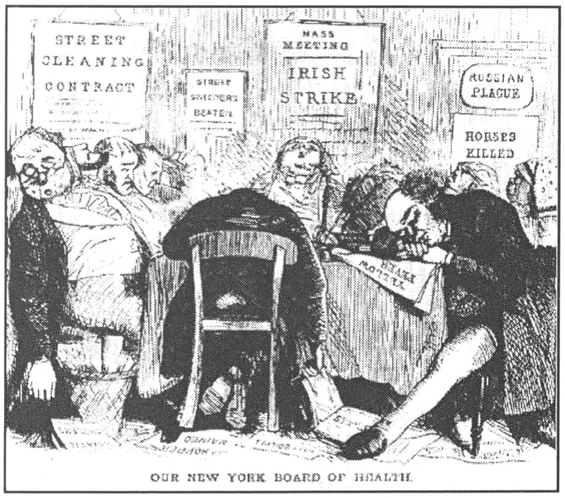
[13] *Search.* A grain sieve, possibly from the word surge "a wavelike swelling or motion" (the way grain is shaken in a sieve) or from "search" as in "searching for debris" in the grain.

[14] *Box ribband.* Perhaps a beribboned decorative box.

[15] *Cartwheels.* This is a very long, primitive cart with two wheels. It has no solid bed, but has poles or rails, and barrels are stacked horizontally on them.

Viral and Bacterial Enemies

By Elora Amtower

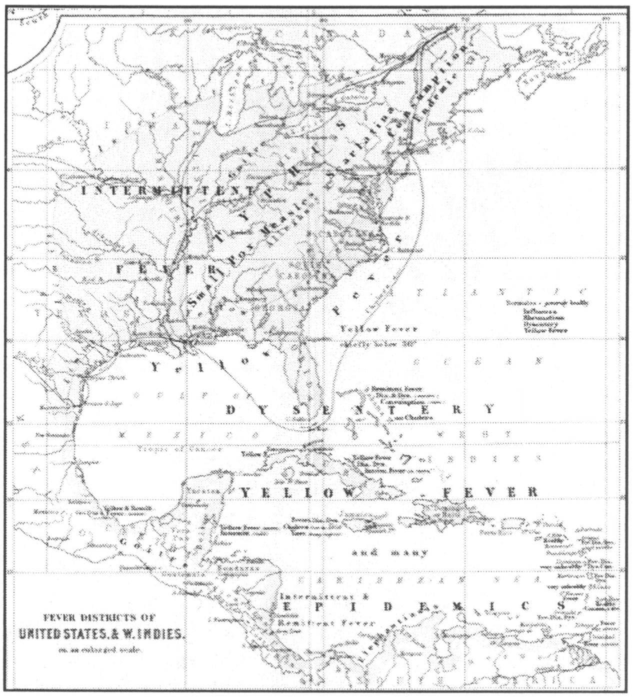


Cartoon taken from nyc.gov "1805-1865 Fighting Yellow Fever and Cholera" booklet

Born in Dorchester County on January 23, 1811, into a line of seamen, Samuel Travers's early education was limited mainly to sailing. Following in the footsteps of his grandfather and father, starting at age 18 Travers became captain of several vessels including *Three Sisters, Topaz, Isaac P. Davis* and *Richmond*. His love of the sea drew him to traveling and trading, and consequently, he became a maritime merchant who voyaged to many parts of the Americas during the mid-years of the 19th century.

Travers dropped anchor for at least one year (1853-1854) on St. Thomas, an island in the Caribbean. While he was there, he sent several letters to both his sister and brother-in-law, Mary Ann Cater and Thomas E. Cator, of Taylors Island, back in Dorchester County. Three letters remain from his time on St. Thomas, illustrating the destruction caused by yellow fever and cholera during that year. In the 1850s, predominantly, these two fatal illnesses were rampant through the Caribbean, but they usually were restricted to the trading ports and their surrounding areas. Travers wrote in his letter, dated July 2, 1853, that the cases of the disease had escalated since the brief lull that he previously discussed in his letter of February the same year. In his correspondence of July, Travers wrote that "[the fever] now rages to such an extent that it is useful for me to keep silence on the subject." He also reported that many of his fellow workers at the shipyards had fallen ill.

Newspaper accounts and recent research on the yellow fever and cholera epidemics in the Caribbean in the 1850s concur with Travers' observations. In his article of 1898 for the *Washington Post*, Samuel E. Doyle stated that yellow fever "confines almost exclusively to the seaport cities on the Caribbean Sea and the Gulf of Mexico, the rural districts being entirely exempt from the plague." There have been several theories as to why the disease favored these areas, such as mosquitos and Doyle's explanation of pollution and eating the wrong meat. The writer claimed that these Spanish towns, unlike the superior British ones, were filthy; he wrote that "a goodly portion of [trash] finds its way into the street" and the "decaying vegetable matter is spread all over the city and washed down into the harbor." Such foul conditions could encourage a breeding ground for the disease, but the second part of Doyle's theory is problematic. Doyle claims that eating pork caused some people to contract yellow fever because it is not a meat that is suitable for the environment, which seems to be predicated on his own speculation and not scientific fact. The most credible of explanations as to why the illnesses clung to the shore areas is that these illnesses came in with the merchant ships. These cargo vessels traveled all over the world and carried various types of merchandise: foods, textiles, even people. Slavery was still legal in parts of the Americas at the time, and the Caribbean had a suitable climate to grow cash crops. Several scientific studies, such as ones through Critical Reviews in Clinical Laboratory Sciences and the Center for Disease Control, support this theory that yellow fever and cholera were transported from other countries via the Americas as ships, their crews and the merchandise that came ashore.



"Map of Diseases in 1866" by Alexander Keith Johnston from Brian Altonen, M.P.H., M.S. Public Health, Medicine and History

The origins of these diseases, however, have no effect on the amount of devastation, only where the major afflictions occurred. Samuel Travers estimated that the "Cholora [sic]" epidemic killed "about 1,700" people of St. Thomas' "13,500 inhabitants ... making between 13 and 14 percent in 53 days." He further explained that there is "much less in proportion in the country than the town," meaning that most of these deaths occurred in the well-populated coastal towns rather than in the settlements further inland.

Major cities and towns on the east coast of the United States experienced similar grief due to the fever and cholera. Several newspapers have documented the epidemic in the 1850s. A booklet specifically pertaining to the cholera epidemic in New York in the 1800s can be found at the state's official website. The booklet, "1805-1865 Fighting Yellow Fever and Cholera" describes in detail the development of the disease in New York State and tracks its progression. According to the research in that pamphlet, "by 1860 many more people were dying than were being born." The deaths totaled 22,710, nearly twice as many as births, a mere 12,454. The booklet also remarked on how the state government put yellow fever on hold for other, more pressing issues. This attitude changed only after the fever had done its worst. This grand-scale view of cholera's damage puts light on the whole picture of cholera's effects; if the illness was so devastating in New York, then it must have been so in places more exposed to the Atlantic shore.

Likewise, a Pennsylvania paper, *Weekly Eagle*, had several issues pertaining to this event, one in February 1850 and another in May 1850. The February article, "Pernambuco-Philadelphia Feb. 28" read, "The Yellow Fever continued to rage most destructively ... particularly among the shipping at both ports." This report further confirmed that, like in the Caribbean, the fever affected eastern coastal metropolises in the United States more than landlocked towns. This also supports the idea that the shipping vessels, the crews and the cargo must have brought this merciless disease to the Americas unknowingly, further validating Travers's accounts in his letters.

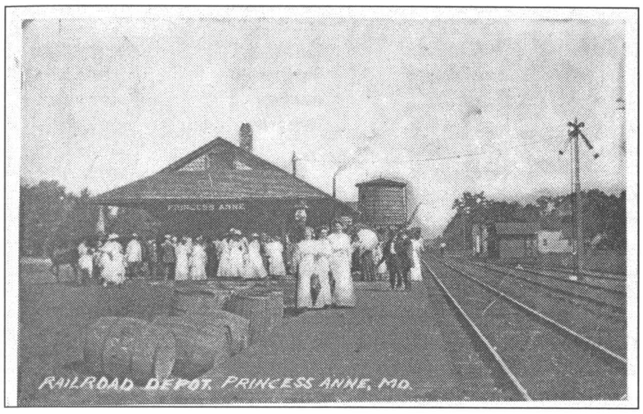
The second article in the *Weekly Eagle* in May 1850 is an editorial fictional story of a young boy, Jacob, who loved the sea and thus runs away to be a sailor. Later in life, when he has settled down with a family, he began to wonder about the family he had left behind so many years ago. Jacob is now worried that the yellow fever may have harmed his nearly forgotten family: "the thought followed him like the spirit of lost happiness." While the first article tackles the disease's impact on a large scale, this story, contrarily, is a reminder that epidemics of this magnitude affect not just entire populations, but also individual families.

Samuel Travers experienced his own personal loss; he wrote to his relatives in Dorchester County that his youngest son and protégé, Sam, did not fare as well as the rest of his kin on St. Thomas. Travers reported, "my youngest and the best of children was ill-And is please the almighty in his divine will to take him out of his trouble on the 1st of this month. He was sick just one week and could have been 1 year old in two days more." Little Sam Travers was just a number in the statistics that his father relayed earlier, but this boy was much more than a number to his family. He was a baby who lived barely long enough to see four full seasons – he was an innocent child, their innocent child. Travers had told his brother-in-law, Thomas E. Cator, that the fever, "pays no respect of family apprehends no fear though we are as likely as others to have it, particularly me if it is contagious as I am daily and hourly with [captains] mates and sailors." Cholera was no different. Though it was reasonable for Travers to make this prediction, cholera did not ultimately choose him; instead, it took his son. The disease was truly indiscriminant as to whom it claimed.

It is unfortunate that there were no response letters preserved from Samuel Travers' relatives, as it would have been interesting to see whether his family in Dorchester County, also being island residents, had experienced these devastating diseases in a similar way. However, Travers's letters do portray what it was like as a family man during these epidemics who had to relay these horrifying stories to family miles away. He captured both the effects seen on St. Thomas as a whole and how these diseases, cholera in particular, had torn a hole in his family in just one year.

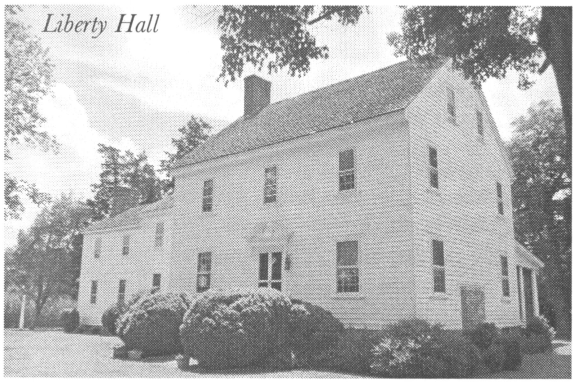
This article was written when Elora Amtower was an English intern at the Nabb Research Center.

Upcoming Events and Exhibits



Rails Across Delmarva - Exhibit
September 9-December 4
Nabb Gallery • Mon, Wed., Fri., 1-4 p.m.
Railroads played an essential role in Delmarva's 19th and 20th century history. Using photographs, maps and other memorabilia, this exhibit explores the development of Delmarva's railway systems and the effects on the local culture and economy. Photographs of railroad stations across the shore are featured.

Family History - Open House
Saturday, October 17
Nabb Reading Room • 10 a.m.-4 p.m.
Celebrate Family History Month with the Nabb Research Center. Whether you need help breaking through that "brick wall" or are just starting your local family history research, join Dr. Ray Thompson and the staff and volunteers at the Nabb Center to explore the resources available. Researchers at all experience levels are invited to learn the basics and beyond. Free and open to the public.


Liberty Hall

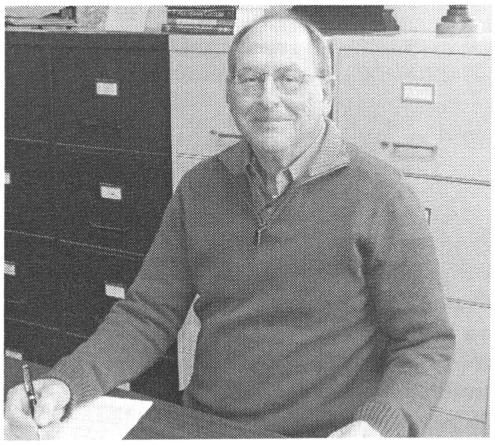
Historic Properties, Their Land, Their Story - Lecture
Thursday, November 5
Nabb Gallery • 7 p.m.
Land preservation programs are often recognized for the rural economies and habitat they protect, but often they do so much more than just preserve the land. Learn how land preservation is helping to tell the story of our cultural landscape while remaining in private hands. Kate Patton, executive director of the Lower Shore Land Trust, facilitates the program. Liberty Hall is among properties featured in the presentation.

Volunteer Corner

Our volunteers have been working on a variety of activities this spring that include scanning archival materials, docenting exhibits, transcribing ledgers and diaries, data entry, and family history research. We are grateful for their help and dedication.

Community volunteers include Joe Ballou, Jefferson Boyer, Jane Burt, Bill Collision, Aleta Davis, Ruth Epstein, Cathy Hudson, Dan Parsons, Paul Perunko, Marvia Perreault, Nancy Robertson, Cythia Simpson, Emily Stamm, Mary Starnes, Jan Taylor and Barbara Welsh.

Student volunteers include Jennifer Boyd, Felicia De Pena, Kristen Hankins and Juliann McNelia.


Volunteer Paul Perenko is currently transcribing Nabb's 1836 Whitehaven ledger.

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Naming Opportunities at the Nabb Research Center in the Patricia Guerrieri Academic Commons

Would you like to honor a loved one or someone who has meant a great deal to you? Here is your opportunity! While the Guerrieri family has generously pledged $8 million to name the Academic Commons after the late Patricia A. Guerrieri, there are many spaces within this wonderful building that could be named.

The Guerrieri Academic Commons will be the hub of academic life on the SU campus, serving faculty and students in all disciplines. Located in the heart of the campus, this state-of-the-art building will be home to academic events, instruction, student presentations, digital scholarship, outreach programs, study, reflection, research, individual growth and academic enrichment.

Part of University Libraries, the Nabb Center will be moving into the Academic Commons building when it is completed in August 2016. With nearly triple the space in the Academic Commons and its central campus location, its collections, reading room, classroom, archaeology lab, high-tech archival storage and rotating and permanent exhibit areas will take scholarship, field study and the pleasures of history to a whole new level.

Below is a list of spaces available with the associated donation levels.

For more information, please contact Jason Curtin, assistant vice president for development and alumni relations, at 410-543-6176 or jecurtin@salisbury.edu.

Classroom **$100,000**
This space provides the Nabb Center with its first-ever dedicated classroom. With the move to the center of campus, the Nabb Center is expected to draw even more classes than it already does. This flexible classroom space allows for classes to use archival material, books or artifacts in studying Delmarva's history and culture, while also providing security for the collections.

Microform Room **$75,000**
This space provides approximately 15 microform readers and a printer to allow genealogists, local historians, students and others to take advantage of the Nabb Center's extensive microform collections.

Permanent Exhibit Area **$75,000**
This high-visibility area is just off the atrium and serves as the entrance to the Nabb Center. The exhibit will be open whenever the Academic Commons is open, even when the Nabb Center itself is closed. The Smithsonian-quality exhibit cases will highlight the Nabb Center's document and artifact collections. The exhibit will have several sections, including a large display recreating home life and sections on wars, agriculture and occupations, and family history. The exhibit is meant to make people aware of the types of resources the Nabb Center has and inspire them to come in and do their own research.

Temporary Exhibit Area **$75,000**
The temporary exhibit area is just off the permanent exhibit area. It will provide a very flexible space for exhibits featuring the Nabb Center's collections and also could host traveling exhibits. Many of the exhibits are expected to be curated by Salisbury University students working with the Library's exhibits curators; the space is intended to be something of an "exhibit lab" for SU students and classes.

Book Collection Shelving Area **$50,000**
This room will provide easily accessible shelving for some of the Nabb Center's extensive collection of local history and genealogy books as well as the Library's special collection books.

Manuscript & Artifact Storage Area (2) **$50,000**
These two state-of-the-art storage areas, one for archives and one for artifacts, provide excellent climate control and security for the Nabb Center and the Library's collections of rare or unique materials. The high-quality shelving will allow us to properly store all types of materials.

Digitization & Processing Center **$30,000**
This space consists of three related workspaces to handle the processing of all types of materials. One room is dedicated to digitization equipment that will allow us to document collections and digitize some materials for online access. One room will focus on archival processing, while the other will be for general processing and work activities, including exhibit production.

Conference Room **$15,000**
This conference room within the Nabb Center will be used for hosting visits by smaller classes and meetings of smaller groups related to the Nabb Center's mission. It has smart classroom technology, such as projection and a pan-tilt-zoom camera.

Director's Office **$15,000**
This office space puts the director in an ideal location to oversee the Nabb Center's operations. Situated near the Nabb Center's Classroom and Conference Room, it looks out on the Reading Room. To the west, it looks out on Red Square.

Archaeology Lab **$10,000**
This fourth-floor space will provide SU's archaeology faculty and students with their first real laboratory space. It provides ample storage and workspace as well as ventilation, important when cleaning archaeological objects.

Staff Offices (6) **$10,000**
The comfortable staff offices for the Nabb Center are situated around the outside of the Reading Room in appropriate locations. The education and outreach coordinator and the administrative assistant have offices near the director's and the Conference Room and Classroom, while the other staff offices are located between the Reading Room and the processing and work areas, allowing staff to oversee those activities.

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Salisbury University
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Salisbury, MD 21801

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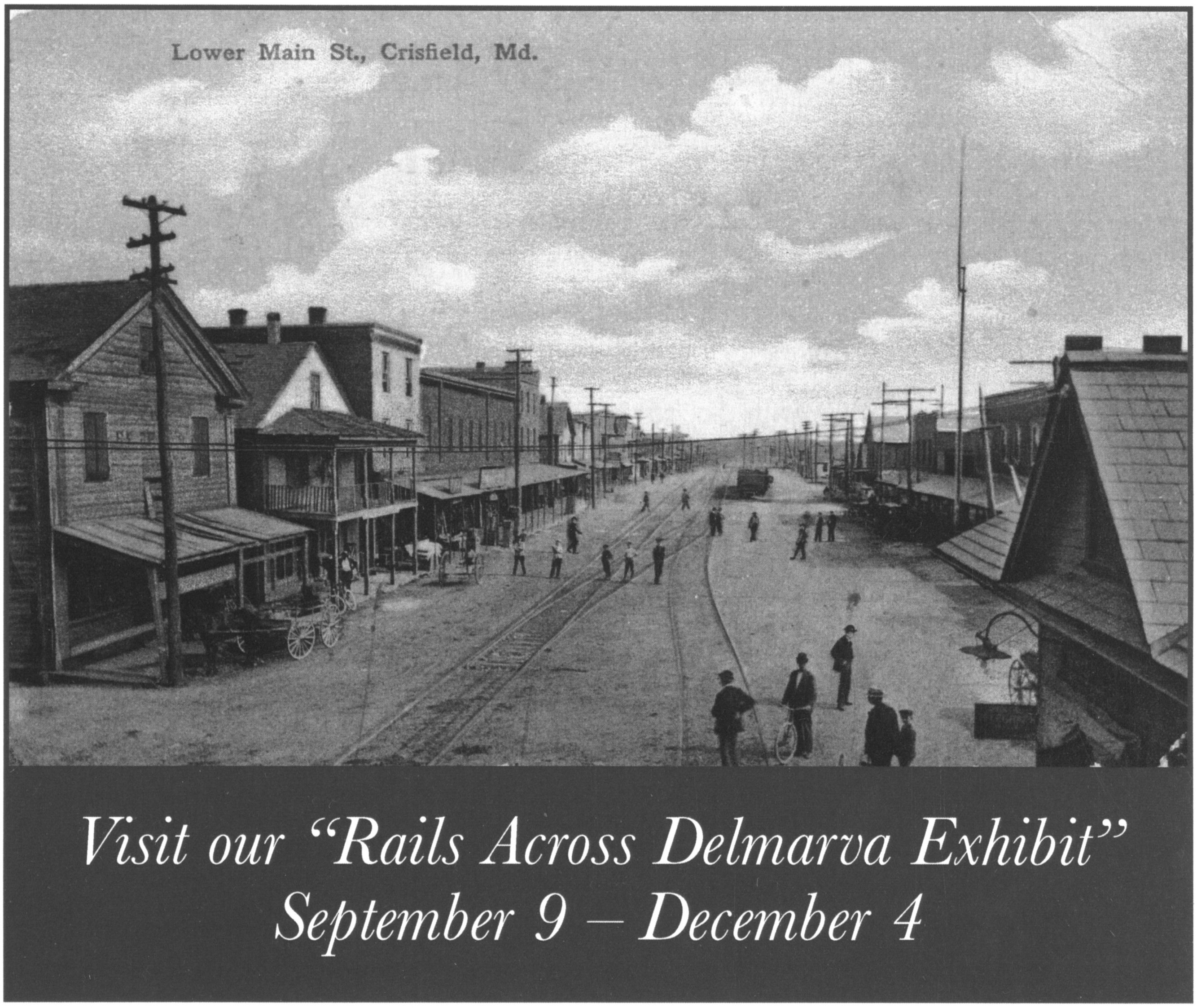

Visit our "Rails Across Delmarva Exhibit"
September 9 – December 4